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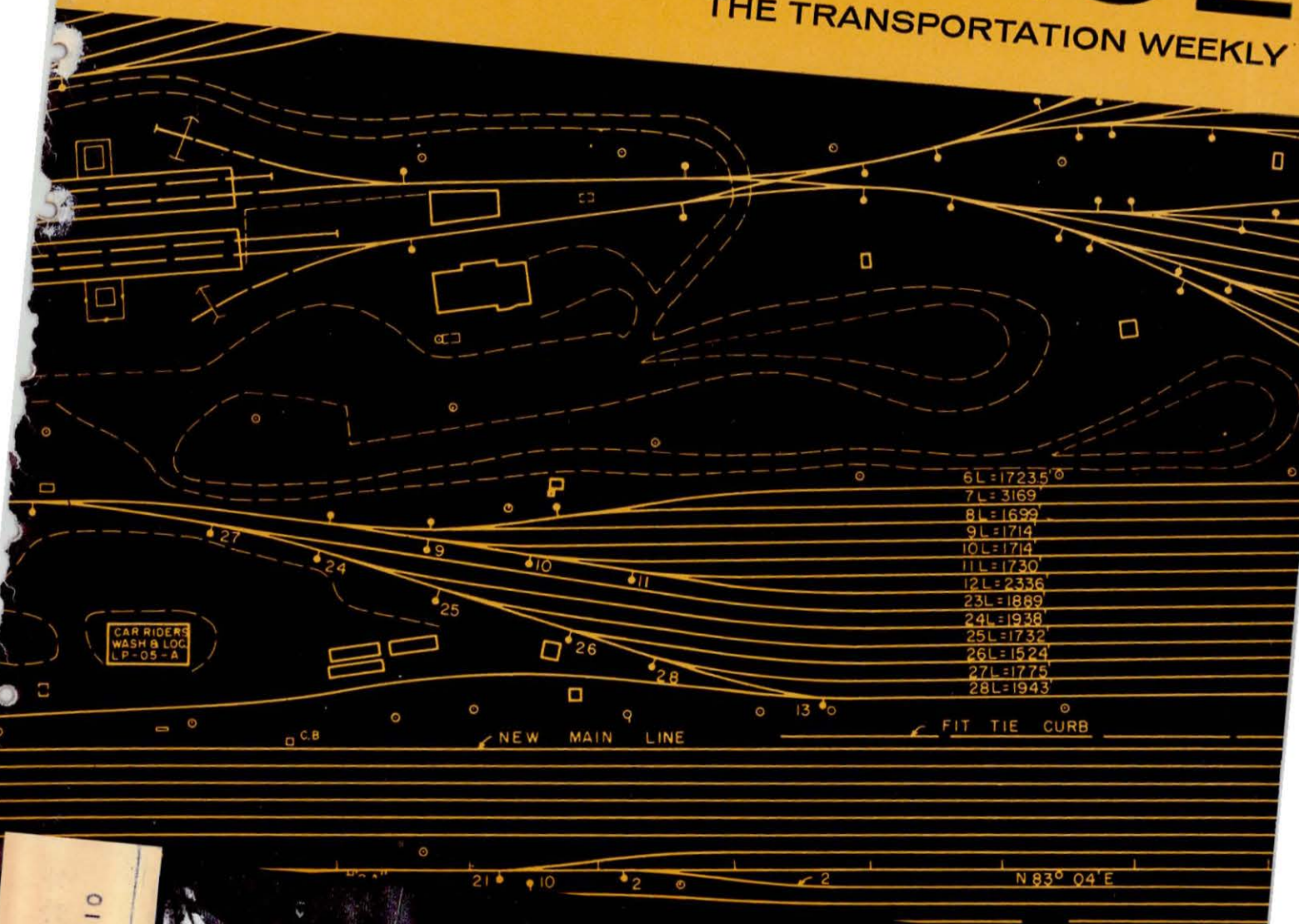

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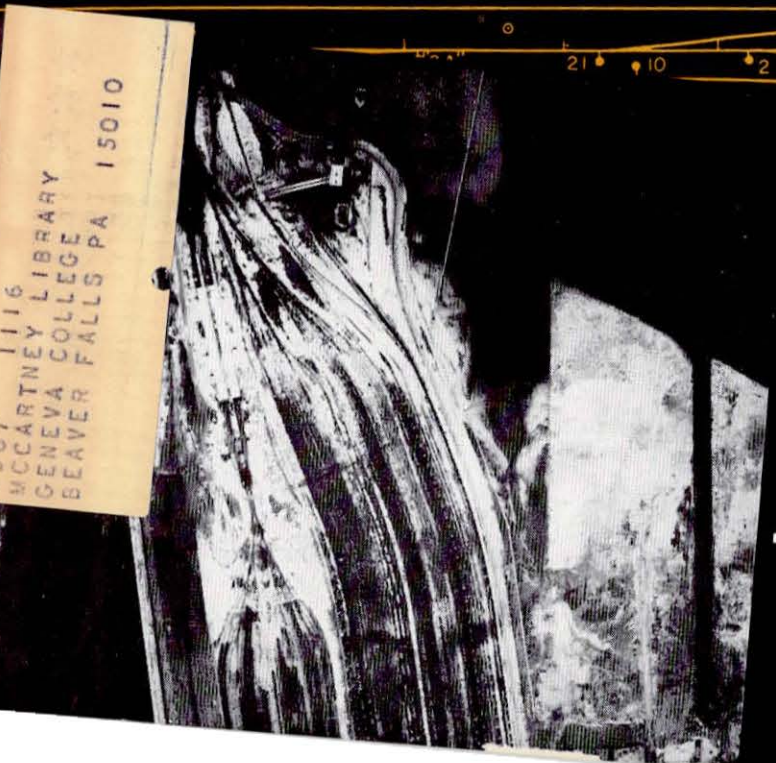

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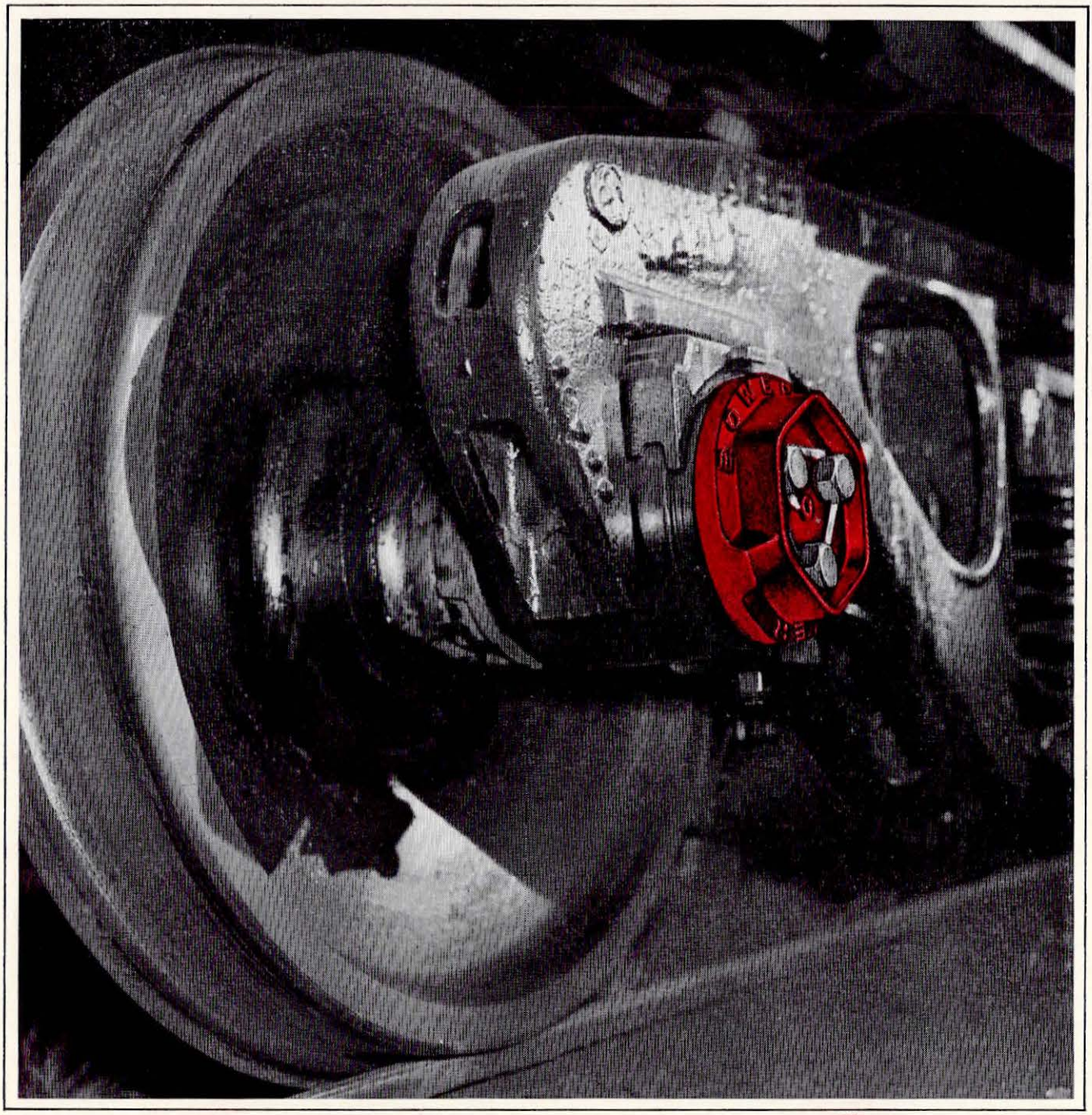

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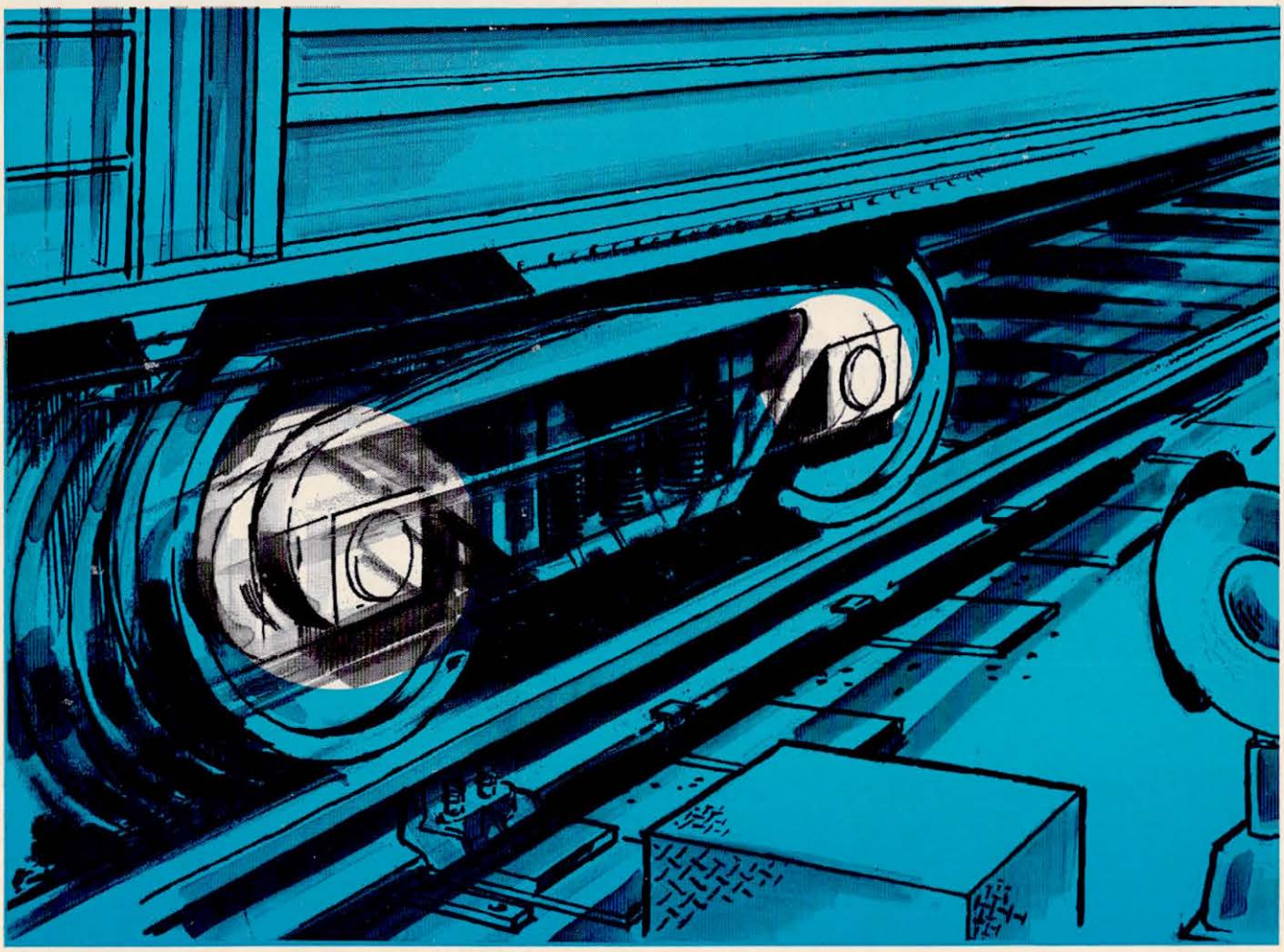

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RAILWAY AGE August 14, 1967 • Vol. 163, No. 6

THIS WEEK

16 N&W is high on aerial mapping

The road is keeping its maps up to date—at low cost—through use of an aerial photographic process.

19 Vacuum cleaner rides the rails

Coal and sand spillage problems on two Pittsburgh switching roads have been solved with a rail-riding vacuum cleaner.

20 Refuse trains: Reading sees cash in trash

Next spring the Reading will begin hauling Philadelphia's refuse away in what should be a profitable venture.

25 C&NW to revamp Michigan ore port

The oldest iron ore port on the Great Lakes—at Escanaba, Mich.—is scheduled to get a $12.3-million overhaul.

42 Viewpoint—TOFC/COFC: The "irregularities" hurt

Piggyback may be suffering from its own sins, and an extra-care approach will be needed to eliminate difficulties.

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Editorial and Executive Offices
New York, N.Y. 10007, 30 Church St.
Western Editorial Offices
Chicago, Ill. 60604, 14 E. Jackson Blvd.

ROBERT G. LEWIS: Publisher
LUTHER S. MILLER: Editor
FRED C. MILES: Executive Editor

Managing Editor: Edward F. Donlon
Traffic-Transportation: Gardner C. Hudson
Transit Editor: Joseph Asher
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Western News Editor: Frank Malone
Mechanical: Norman E. Gillespie
Engineering:
M. H. Dick R. E. Dove
Signaling & Communications:
Robert W. McKnight E. L. Abbott
Purchases & Stores:
Art Hanford
Editorial Assistant: Wanda Brown

Washington, D.C. 20004,
National Press Bldg.
Washington Editor: Walter J. Taft

London, W.C. 2, England, 4, Talbot House; 98 St. Martin's Lane
International Editors:
Geoffrey Wilson John Levett

Contributing Editors:
Charles Layng
115 West Gore St.
Orlando, Florida 32806

E. L. Woodward
876 Chattanooga Ave.
Pacific Palisades, Calif. 90272

GEORGE DUSENBURY: Editorial Director

C. J. FISHER: Vice President—Sales, New York

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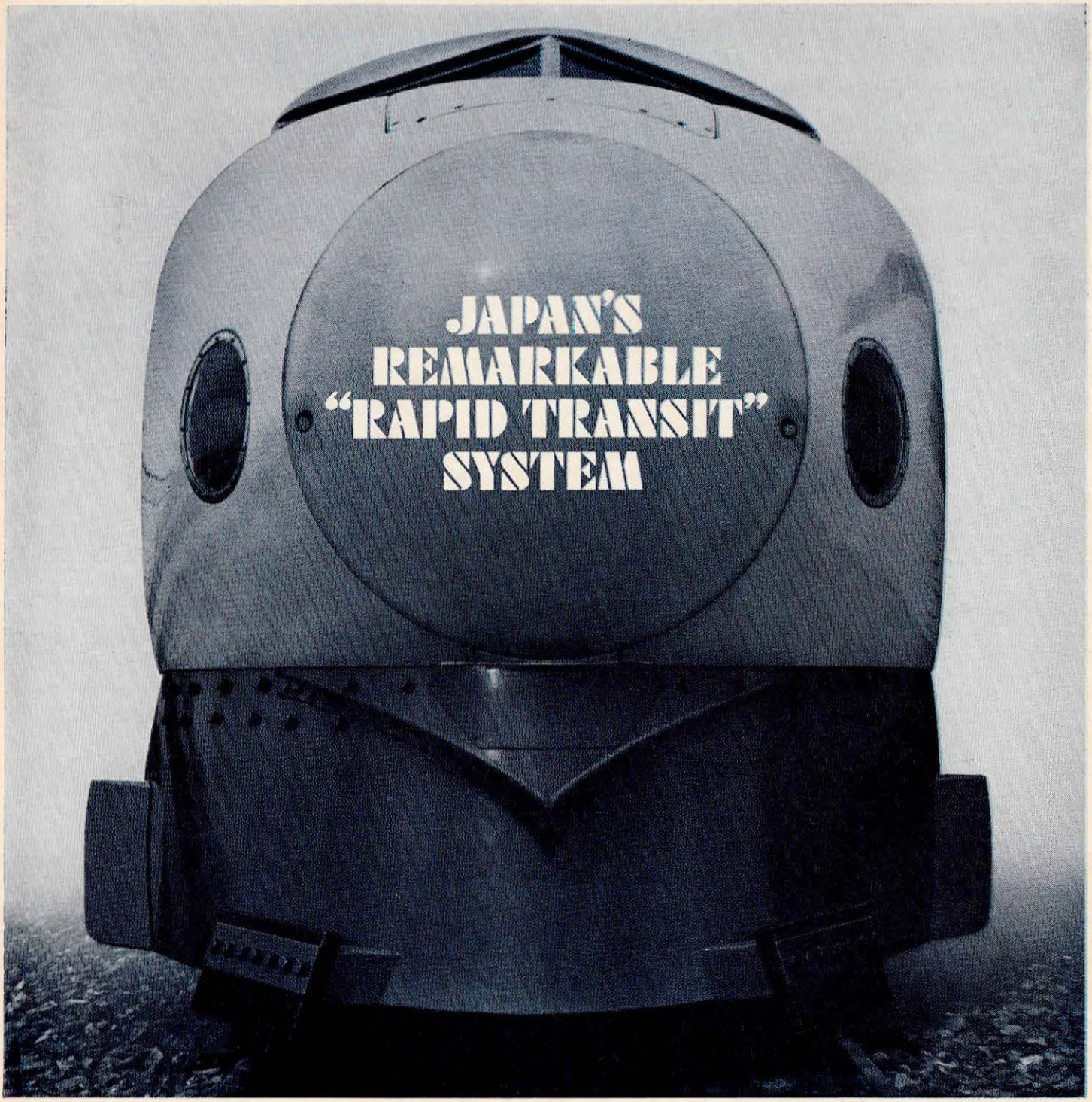

At 130 mph, it goes the 320 miles between Tokyo and Osaka in three hours and 10 minutes, and the way tickets for it sell you'd think it was the Olympic Games.

Is Japan's New Tokaido Line a *genuine* system of rapid transit? Or just the world's fastest railroad? Probably both, if you consider facts like these:

Along the line's scenic miles are nearly one-half of Japan's 100 million people. And her six largest cities. Plus the overwhelming proportion of her major heavy industry.

No matter what you call the New Tokaido Line, Japan needed it.

Sumitomo's interest in this remarkable railroad goes back to the day it was conceived on paper. Then, at the request of the Japanese National Railways, we manufactured the wheel and axle units, the driving gear units, the air springs and automatic couplers.

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SHORT AND SIGNIFICANT

Essex Wire calls off merger with North Western

Merger of Essex Wire Corp. and Chicago & North Western apparently won't come to pass—with Essex making the decision to call the whole thing off. Managements of the two companies had agreed in principal to the consolidation in May (RA, June 5, p. 15). In July, the proposed merger terms were revised, but still the deal seemed to have relatively clear sailing (RA, July 17, p. 42). Then, last week, Essex announced that its six-member board of directors had "determined to discontinue negotiations." The decision seemed to be final. North Western expressed regrets, but noted that it is, after all, up to each party to decide whether to proceed "in the light of its interests as it sees them." Ironically, North Western had just issued a mid-year report which noted that "management is hopeful that the Essex transaction will be consummated by the end of the year."

●

N&W, E-L start joint yard operation

Bison Yard just east of Buffalo, N.Y. is now being used by both Norfolk & Western and Erie Lackawanna. The joint operation began Aug. 7 when N&W's TC-3, a transcontinental freight, headed west out of Bison for Kansas City. Bison Yard, which has 49 classification tracks, is owned jointly by the two railroads. Erie Lackawanna has used the yard since it was completed in 1963. N&W has used piggyback and auto unloading facilities adjacent to Bison but previously had not used the yard for freight classification. Some N&W operations formerly performed at its yard on South Park Ave., Buffalo, are being shifted to the new yard.

●

GE announces two 3300-hp locomotives

Both four- and six-axle versions of General Electric's new 3,300-hp locomotive models will be available for delivery in 1968. This horsepower is the highest offered by domestic builders for a four-axle design. GE also announced prices that reflect a new policy on trade-ins, effective on orders placed after Aug. 4. Allowances for trade-ins are applied against prices for locomotives having all new components instead of against a discounted remanufactured price previously in effect. Base prices for the 3,300-hp units are $222,000 and $257,000, respectively, for the four- and six-axle models. Base prices for the 3,000-hp models, which will continue to be available, remain unchanged at $211,500 and $248,000.

●

Dumaine succeeds Hiltz as president of D&H

Frederic C. Dumaine, Jr., who has been serving as chairman of the Delaware & Hudson Co. and the Delaware & Hudson Railroad Corp., became president of both companies on Aug. 1. He succeeded John P. Hiltz, Jr., who resigned to become chairman of the National Railway Labor Conference in Chicago. Dumaine, a former president of the New Haven, will maintain headquarters in Albany, N.Y. Directors also elected Thomas A. Wilson chairman of the executive committee of the Delaware & Hudson Co., and Frank Wells McCabe chairman of the executive committee of the Delaware & Hudson Railroad Corp.

●

Trailmobile expands in the East

Trailmobile Division of Pullman Inc. announced approval of projects worth $1 million to expand facilities at West Point, Pa. and Longview, Texas. J.M. Gilroy, vice president and general manager of the division, said plans call for erection of a 50,000-sq-ft service parts distribution center at West Point, and construction of a new office building and expansion of the 30,000-sq-ft center at Longview, to provide better service to customers.

MONDAY MORNING REPORT

The old question: What did they mean?

"Congressional intent" is a marvelous phrase, capable of covering up both sins of omission and sins of commission. Sometimes, though, it's about as effective a cover as a miniskirt in a high wind. Whether it's because Congress has acted in haste or because Congress prefers to leave the defining to the courts, questions of intent keep cropping up to a degree that some would regard as unwarranted. Some scholars are still debating Congressional intent concerning the Railway Labor Act itself. Intent was a major factor in the multitude of lawsuits which grew out of the passage of P.L. 88-108 and the award of Arbitration Board 282 which followed. And a few observers are wondering if intent will figure again in P.L. 90-54, the mediation-to-finality legislation which brought an end to the shopcraft walkout last month.

The law works this way . . .

Essentially, P.L. 90-54 encourages the parties to reach a free and voluntary agreement. If they can't or don't, the law provides for imposition of a settlement as determined by majority vote of the five-member Special Board set up under the act and headed by Sen. Wayne A. Morse (D.—Oregon). In any event, a settlement arrived at one way or another is to be in effect 90 days from the time P.L. 90-54 became effective.

. . . and this is the language of action

In final form, this is how the "action" section of the law reads: "If agreement has not been reached by the parties upon the expiration of the period specified . . . the determination of the Special Board shall take effect and shall continue in effect until the parties reach agreement or, if agreement is not reached, until such time, not to exceed two years from Jan. 1, 1967, as the Board shall determine to be appropriate. The Board's determination shall have the same effect (including the preclusion of resort to either strike or lockout) as though arrived at by agreement of the parties under the Railway Labor Act."

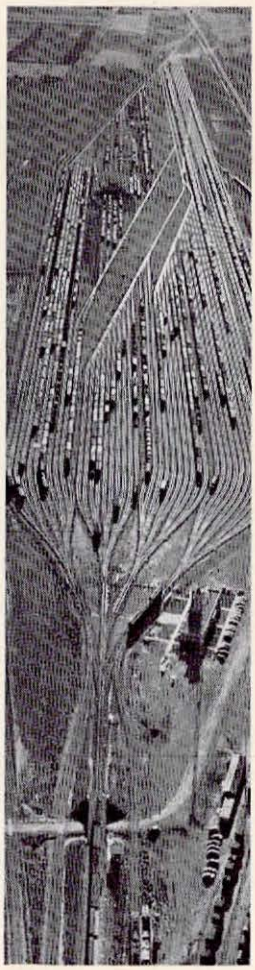
Semantics—and the answering of questions

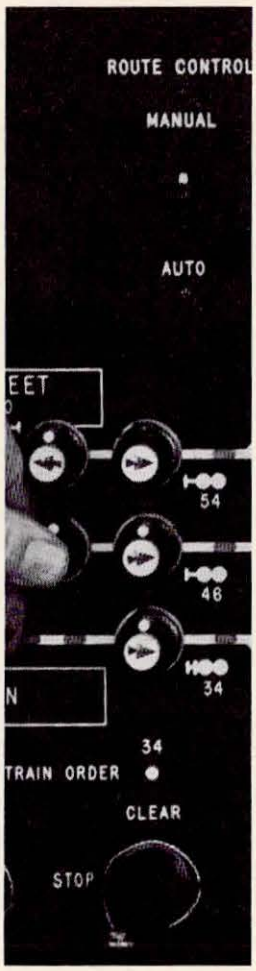
There are a number of differences between P.L. 88-108 and P.L. 90-54—some of substance, some of semantics. For one thing, P.L. 88-108 contemplated straight-out arbitration. There was no expressed thought of the parties' reaching their own agreement. By contrast, P.L. 90-54 seems to stress the desirability of mediated settlement. The word "arbitration" does not appear in the text at any point, though the finality provision is clear.

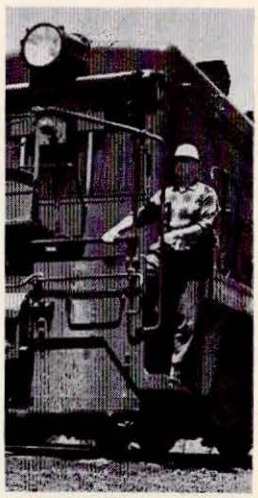
What Congress did—or seemed to do

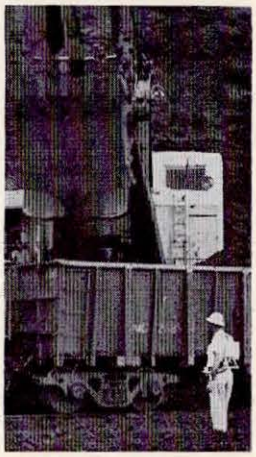
Some question might be raised regarding the status of things on Jan. 1, 1969, in the event the Board has to use its own power to dispose of the dispute. Serious questions were also raised at the "expiration" of the 282 Award under the earlier law. Congress didn't spell it out, in P.L. 88-108—and it was left to the courts to rule, finally, that a new plateau had been established, and that the award might expire but its effects did not. In P.L. 90-54, Congress again seemed to skirt the issue, putting a time-limit on a Board determination, but at the same time saying that the determination has the same effect as if it were developed by agreement under the Railway Labor Act. Precedent, as well as common sense, would indicate that the plateau concept holds true again, and that the limit stipulated can be regarded, in effect, as a moratorium. And finally, with the word "arbitration" shunned, with the phrase "mediation-to-finality" passed over, Congress did come up with a new description of what it wrought: The law provides "procedures for the orderly culmination of this collective bargaining process."

Traffic expediters...by GRS









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Our "building block" approach provides immediate benefits and the basis for future steps to full automation.

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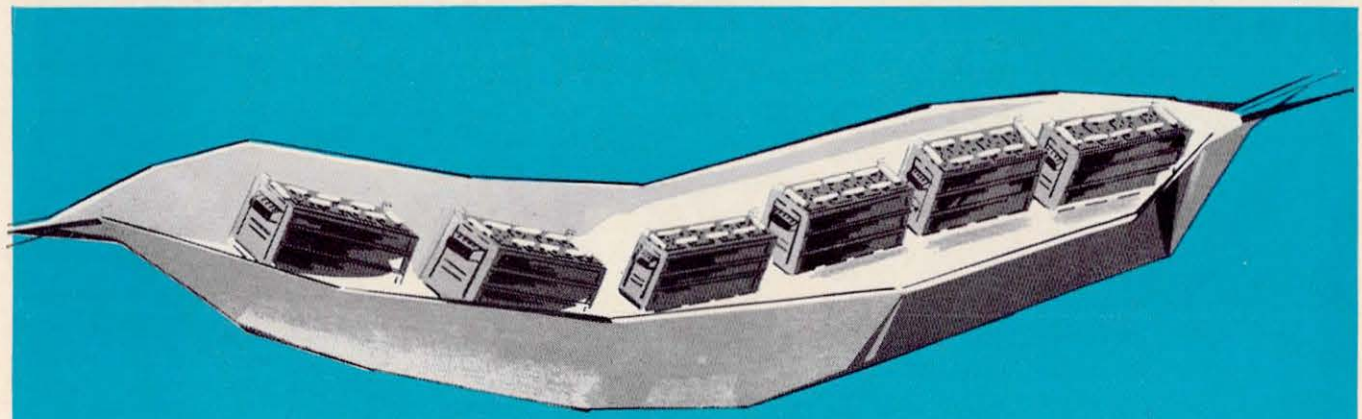
. . . they used to say!



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WEEK AT A GLANCE

IC opens third-generation computer center

Illinois Central joined the third computer generation with the opening last week of the Chicago nerve center of its $15.5 million Mid-American Information Network (MAIN CENTRAL). Both managers and shippers will enjoy complete information services to be provided by a $2-million IBM 360/50 computer linked either by microwave or coaxial cable to 120 input terminals in 14 states. Data will flow into the 360 through an IBM 2703 transmission control unit, "expected to be the first such unit in operation in the country," according to A. K. McKechnie, methods director.

The center will operate round the clock with a full-time communications staff on hand. In mid-October, IC will start hooking two Western Union Telex interface units to the 2703 so that sometime in last quarter 1967 key shippers within reach of a Telex transmitter can dial the computer directly. They will be able to get complete details concerning the origin, linkage (five movements) and destination phases of their shipments. A second 360/50 computer will be installed near the end of this year.

The MAIN control center will be linked to the AAR's proposed TRAIN system. To put the center in operation, IC pulled in 180 employees and 35 truckloads of equipment from throughout the system and remodeled a four-story building adjacent to the road's Lake Front offices. The facility was formally opened Aug. 7 during a ribbon-cutting ceremony involving William B. Johnson, IC president, Richard P. de Camera, vice president, information and control systems, and C. L. Dennis, international president, Brotherhood of Railway Clerks.

C&O/B&O planning a passenger sales roundup

The C&O/B&O want more people to ride their passenger trains, so the roads are sending out a sales posse to round up some new customers.

"Chessie Loves Passengers (And Needs A Lot More of Them)" is the slogan for the campaign that will see passenger salesmen and public relations people dressed up in ten-gallon white cowboy hats as the "C&O/B&O Good Guys."

The 12-man blitz team, dressed in blue blazers, grey slacks and wearing "Chessie" ties will visit Cincinnati, Akron, and Youngstown, Ohio, Charlestown and Huntington, W.Va., and Ashland and Lexington, Ky. over the next two weeks.

Newspapers and TV advertising will announce the visits of the team, and in each of the seven cities visited, the railroaders will call on civic and business leaders to stimulate support for the rail services. Passenger equipment will be displayed in the cities visited, and the "Good Guys" will meet the general public in the central business districts.

During the two-week campaign, the railroads will offer travelers in the seven cities a roundtrip to any designation on the C&O/B&O lines for the cost of a one-way ticket. A weekend roundtrip for two to Washington, D.C. will be awarded the winner of sweepstakes contests in each of the cities.

First-half earnings sink to $264 million

It's been no secret that railroads were, comparatively speaking, in trouble during this year's first half. Last week the AAR made it official: Railroad profits dropped to $264 million in the first six months of 1967, down 39% from the comparable 1966 figure. For the second quarter the downturn was even more pronounced: Net earnings of $143 million were 45% below the $260 million reported in second-quarter '66.

The decline was spread across the nation. And the reasons for it didn't vary geographically: rising wages, payroll taxes and materials prices, and declining gross revenues during a mildly recessionary period for the economy as a whole.

The railroad rate of return on investment in the 12 months ended June 30 sank to 3.12%, compared with 4.01% a year earlier.

Railroad operating revenues for the first half totaled $5.164 billion, compared with $5.249 billion in 1966, a decrease of 1.6%. Operating expenses, meanwhile, rose to $4.096 billion from $3.989 billion, an increase of 2.7%.

Great Lakes shippers charge railroad discrimination

Great Lakes independent ship owners are in trouble. To many observers, it seems that most of this trouble stems from their "integrated" competition —i.e., shipping fleets operated in private carriage by big companies which tend to use the independents only in peak-demand periods. The independents concede this is a problem—but last week they laid most of their woes on the railroads' doorstep.

Arthur O. Sullivan, Jr., president of the Gartland Steamship Co. and also head of the Great Lakes Ship Owners Association, appeared before a Senate sub-committee and described "the increasing breakdown of rail-water coordination after 100 or more years of eventful and not always happy marriage, but nevertheless a marriage that has had enormous public benefits." Sullivan said the railroad merger movement is creating "super-railroads [that] now see an opportunity to close the routes to the ports and monopolize traffic heretofore shared with the lakes."

Sullivan was specific: "In one case involving utility coal, a railroad established a $2.20 a ton rate for 366 miles of all-rail service compared to a $2.35 a ton rate for 177 miles to the lake port."

What do the independents now want? "It may be necessary," said Sullivan, "to put some teeth into provisions of the Interstate Commerce Act requiring water-rail coordination. For example, fines of $500 a day or liability for treble damages for failing to coordinate might take some of the incentive out of discrimination against the ports."

GUS WELTY'S LINES ON LABOR

WELTY

STRANGE ARE THE WAYS of settling jurisdictional disputes in the railroad industry. And stranger still is an interpretation of these ways which the chief executive of a recognized, national-in-scope union puts on them. This is the story of a hassle between two organizations, over whose people shall man certain jobs. The carrier made an assignment, based on its judgment. The union which thereafter felt aggrieved took the affair to the National Railroad Adjustment Board. The appropriate division heard the case, and when time came to take a vote, lo and behold, it didn't come out as a 5-to-5 tie, with a call for a referee. It came out 6-to-4 against the complaining union, with the five carrier members and one union member—the representative of the organization whose members were assigned the work by the railroad—making up the majority.

WHAT HAPPENED NEXT strains credulity. The top officer of the union which lost the case declared that the vote cast by the other union's representative amounted to "preventing the case . . . from being adjudicated by a neutral referee which has been the practice for many years and thereby denying our members due process under the law."

THAT'S WHAT HAPPENED. And maybe "due process" just got a new definition. Somehow, however, perusal of the Railway Labor Act doesn't seem to indicate that the framers of the law regarded "due process" as necessarily requiring the services of a referee. There is, to be sure, provision for selection of a neutral in case of a deadlock. But the Act also notes that "a majority vote of all members of the division of the Adjustment Board shall be competent to make an award with respect to any dispute submitted to it." And the Act contains no thou-shalt-not clause preventing a union member from siding with the carriers or a carrier member from siding with the unions in any kind of dispute. There isn't even a disqualification clause preventing a division member from voting on a case in which his union or his railroad has direct or indirect interest.

CUSTOM HAS DICTATED, it's true, that solidarity be more-or-less maintained. Like the old grey mare, however, solidarity among the brothers ain't what she used to be. Jobs change, the content and nature of jobs change, and the organizations tend to find themselves scrambled, not solidified, in purpose.

THE INTER-UNION DISPUTE which flared up in the NRAB case is indeed fascinating for the new light it casts upon the term "due process" and what some people think it means. It's also, or so it would seem, a pretty strong argument for organizational merger and the softening of hard-line positions which have become, in large part, outdated and artificial.

WILLIAM B. JOHNSON, PRESIDENT
Illinois Central Railroad

"Yes, Railway Age is a very useful journal. Practically all Illinois Central's officers think so too.

"In recent years, especially with the quickening tempo of change in the industry, Railway Age's reporting of significant developments in technology, government operations and organizational change has been very valuable indeed. It is the only journal that does so with predictable insight and comprehensive clarity every week.

"The industry owes a debt of thanks to the editors of Railway Age who produce this 'must' reading."

William B. Johnson

The Southern Pacific has just added a new dimension to its fleet...

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These six-axle, six-motor, mainline locomotives will deliver more ton-miles of freight at lower cost than ever before.

Your Electro-Motive representative will show you how 3600 horsepower units can reduce your overall operating costs.

He might even convince you that the more useable SDP-45 has a place in your fleet, too.

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GM
MARK OF EXCELLENCE

N&W is high on aerial mapping

Process permits the road to keep maps current at low cost.

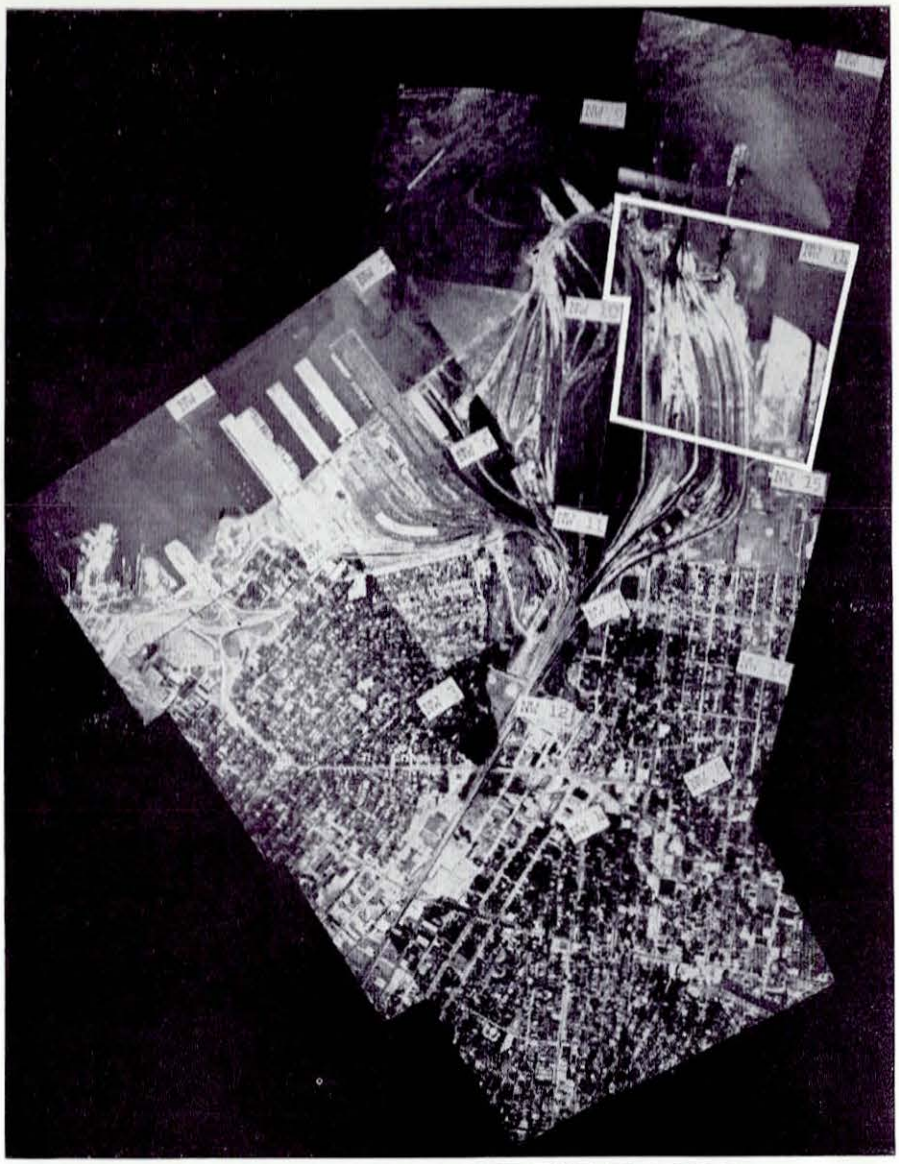
Traditionally, railroad engineering departments have had to rely on earth-bound survey parties in keeping their station and other maps up to date. Recently they have been taking some hard looks at the possibilities offered by aerial photography for helping them to meet this responsibility. And some of them are impressed by what they see.

Take the Norfolk & Western as an example. In 1963 the N&W completed a multi-million dollar improvement project at Lamberts Point, Norfolk, Va., which involved construction of what a spokesman refers to as the "largest and fastest coal-loading facility in the world."

The central facility that developed out of this project is Pier 6, an ultra-modern dock, 1600 feet long, incorporating two traveling loading towers for loading coal into ocean-going vessels. Support facilities included an extensive amount of new trackage. Much of this trackage was constructed on 22 acres of land created by material dredged from the Elizabeth River, some of it in conjunction with building Pier 6.

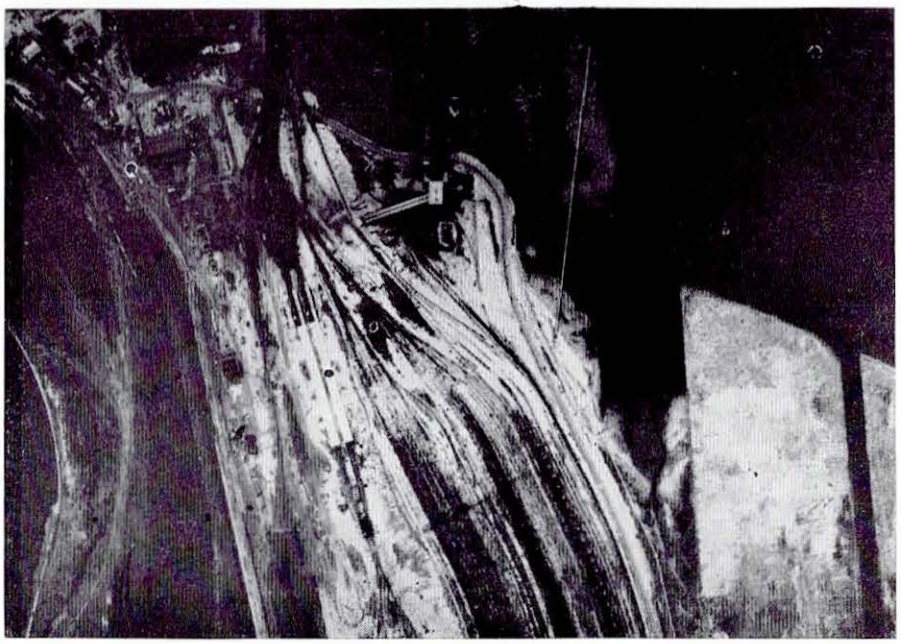
In addition to the new Coal Pier 6 and older Coal Pier 5, there are four merchandise piers owned by the Virginia State Ports Authority and leased to the railroad. Construction of the newest merchandise pier was completed shortly after Coal Pier 6 was placed in service.

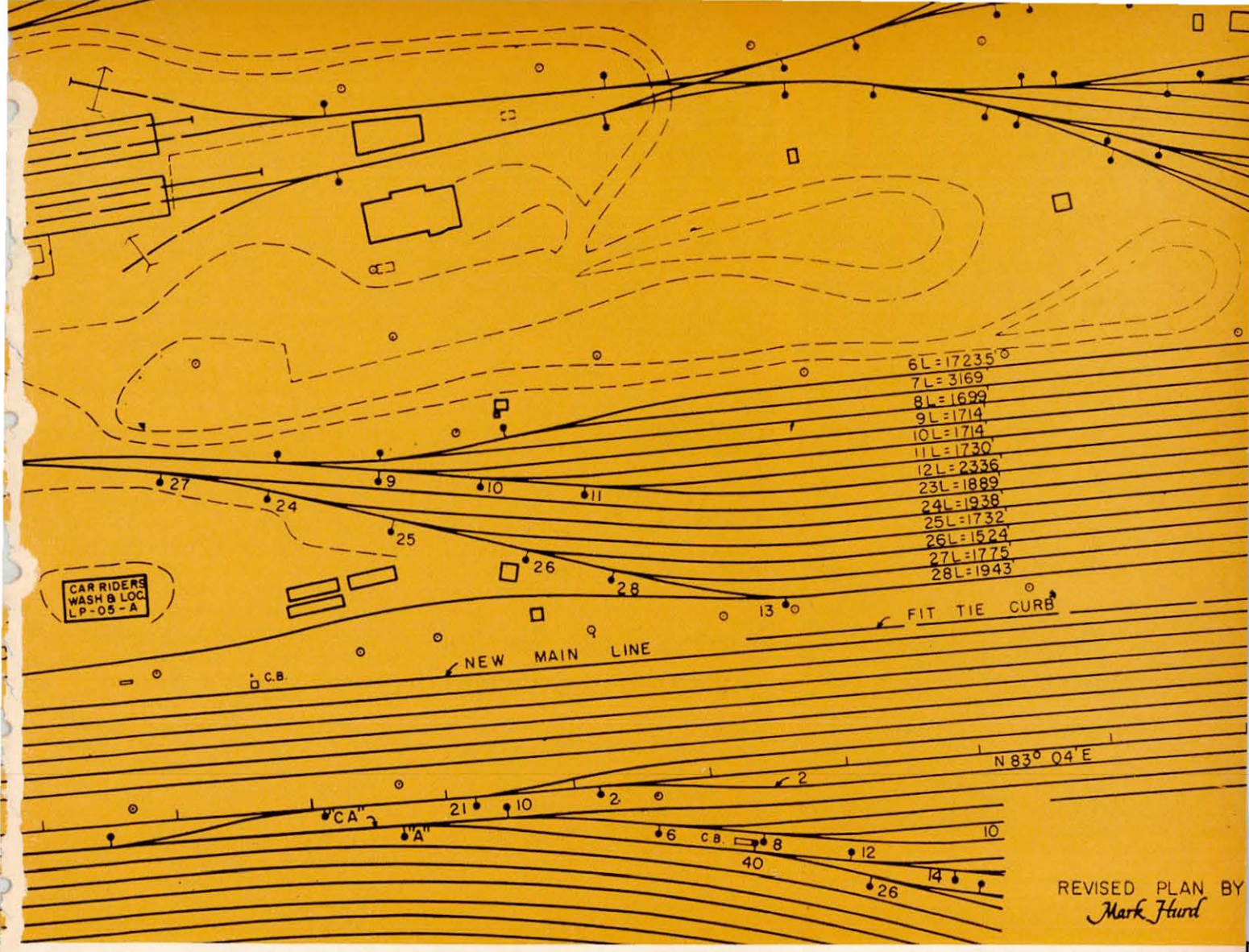
Along with completion of the improvements came the problem of providing accurate maps of the new and revised facilities. Ordinarily the procedure would be to send survey parties into the field to make notes of the lengths and locations of tracks and other facilities. These would then be sent to the chief engineer's office at Roanoke, Va., where draftsmen would convert them into maps or use them to bring existing maps up to date. Such maps are necessary not only to provide



ASSEMBLING THE PIECES TO GET THE PICTURE

Sixteen aerial photographs of Norfolk & Western's coal-loading facility at Lamberts Point, Norfolk, Va. (above) were assembled in map-making procedure. Photo below shows detail of a portion of the photo layout.





'DEVELOPING' THE PHOTOGRAPHS TO GET A RAILROAD MAP

Detailed maps of rail facilities can be made from the aerial photographs. Above, a section of a map drawn from photos.

a record of the facilities for railroad use but also to conform to requirements of the ICC's Bureau of Valuation.

● **Manpower not available.** N&W found that it didn't have the necessary manpower to make the field surveys or to do the required drafting work. "Because of the many improvements we have in the planning stage, our drafting rooms are already crowded with work and we don't have the men to spare for bringing maps up to date," says L. A. Durham, Jr., the N&W's assistant chief engineer—staff. Entirely aside from the matter of manpower availability is the cost involved in doing the field and office work.

It was at this point that Mark Hurd Aerial Surveys, Inc., Minneapolis, Minn., entered the picture. This company was using an aerial mapping technique specially tailored to meet the needs of the railroads for an economical method of producing up-to-date maps of their facilities. In this plan maps are drawn from aerial photographs made with high-resolution cameras and film. The science of photogrammetry is used to produce maps from the aerial photographs.

● **Photo films provided.** Along with the finished maps the railroad is furnished a complete photographic record of the territory covered in the survey. This record is in the form of aperture cards in each of which is mounted 70-mm positive and negative films of one of the aerial photos taken. The positive film is for direct inspection, using a suitable viewer, and the negative is for reproduction purposes. The aperture cards may be indexed or coded to simplify retrieval for viewing or reproduction. DRAMS (Data Retrieval and Mapping System) is the name Mark Hurd had given the service.

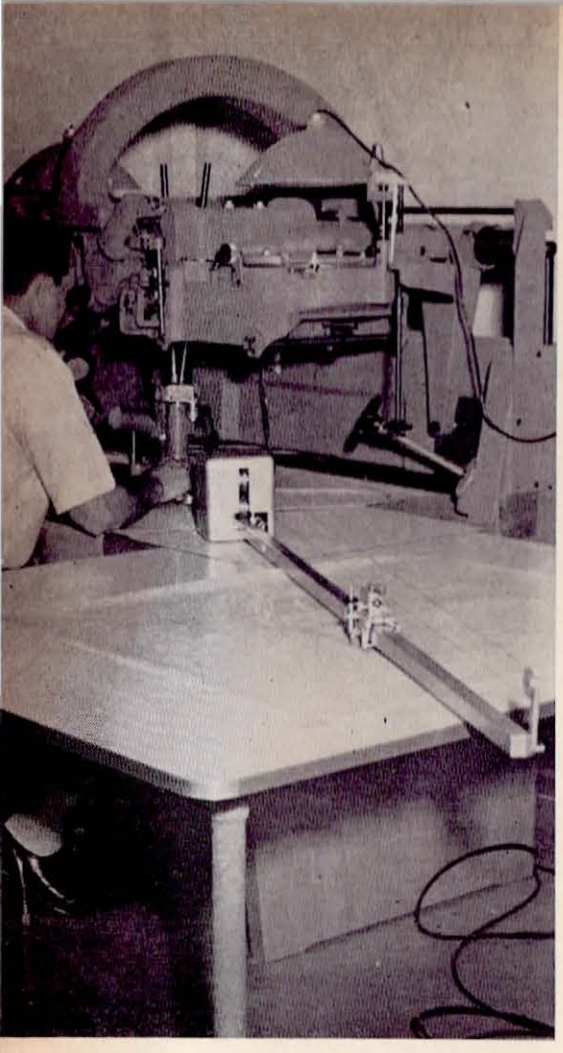
Careful examination of the aerial mapping technique led the N&W's chief engineer, E. Q. Johnson, and members of his staff to the conclusion that the method has possibilities. The decision was made to use the technique on a trial basis by giving the Mark Hurd concern the assignment of mapping its facilities at Lamberts Point.

● **What the mapper needed.** In preparation for the assignment Mark Hurd requested the railroad to furnish several items. These included:

(1) A United States Geological Survey map of the area to be surveyed.

(2) A railroad map of the entire area, drawn to a scale of 1 inch equals 200 feet, on which were indicated the outlines of the maps to be furnished. This large map was obtained by piecing together preliminary drawings of the new facilities, which were drawn prior to any construction work. The outlines of the maps (6) to be furnished enclosed areas which, when mapped at a scale of 1 inch equals 100 feet, would provide a map 24 inches by 56 inches, conforming to the size specified by the ICC's Bureau of Valuation.

Since the newly-created area had never been mapped, and extensive changes had been made on areas cov-



IN N&W DRAFTING ROOM (above) C. W. Hamilton, design engineer; E. Q. Johnson, chief engineer; and L. A. Durham, Jr., assistant chief engineer, staff, examine new maps.

Mapmaking: Aerials lay the groundwork

PLOTTING INSTRUMENT (left) uses two over-lapping aerial views to give operator, looking into eyepiece, three-dimensional view of mapping area.

ered by maps which did exist, it was necessary for the Hurd Company to rely almost completely on aerial photography supplemented by construction drawings.

The USGS map was required for orientation purposes. In serving this function it was used in conjunction with air-traffic control maps, that is, maps that are used to plot flight-control ordinates. In carrying out the aerial photography the mapping concern needed to have features on the ground of known dimensions so that a scale could be established. These were provided by the several piers that the N&W has at this location.

● **What the railroad got.** The agreement between the railroad and the mapping concern provided that N&W would be furnished with these items:

—Six valuation-size maps drawn to a scale of 1 inch equals 100 feet. These maps were to conform to the outlines indicated on the big map that was furnished to the mapping concern before the work got under way.

—A composite map of the entire Lamberts Point terminal. This was to be produced by photographic process from a mosaic of the six valuation maps and reduced to a scale of 1 inch equals 200 feet. The completed map was 48 inches by 72 inches in size.

—Aperture cards containing films of the photographs taken during the survey. As it turned out there were 16 such cards.

The maps produced by the mapping company were drawn on Mylar, a transparent plastic film. N&W specified that the new maps, were to identify any features that were identified on the maps furnished by the railroad.

As the work proceeded the question arose as to what to do about situations where tracks were covered by cars, thereby obscuring turnouts underneath them. Also there were situations where tracks did not show up on the films because they were in shadows or in buildings. To a large extent these questions were answered satisfactorily by referring to the maps furnished by the railroad.

● **Results are satisfying.** Engineering officers of the railroad say they're well-satisfied with the results of the experiment, both as to cost and the quality of the work. "We found that this method of producing maps of our facilities was more economical than the usual procedure of using field parties to do the measuring and our draftsmen to make the maps," adds Durham.

The accuracy of the maps has been tested by scaling known distances, such as track or pier lengths. In every case the scaled distances have been found to compare very closely with the measured distances.

"Another feature I like about the maps," says Durham, "is that they show the outlines of streams and other bodies of water." He demonstrated how the maps can be used to make drawings showing proposed changes by first making a sepia intermediate on vellum paper and then using eradicator to remove lines not needed. New lines are then drawn to show the proposed improvements.

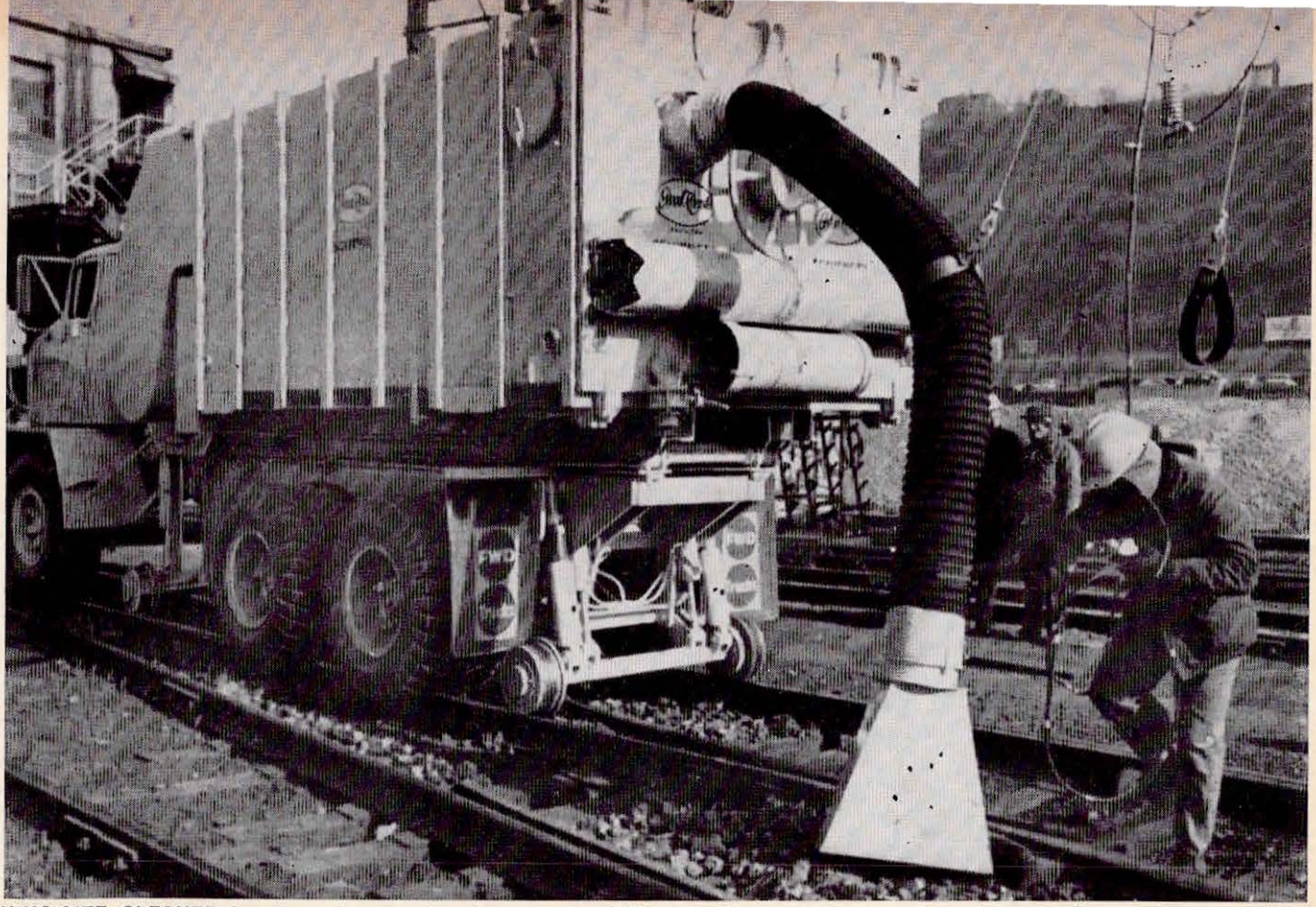
Chief Engineer Johnson believes that the mapping technique used "can play a part in helping a railroad to keep its station plans up to date, especially in situations where improvements have been made involving extensive track changes."

● **More work contemplated.** The railroad has, in fact, invited the Mark Hurd concern to submit proposals on providing maps of locations where extensive improvements have recently been made. Among these improvements is a large new classification yard at Bellevue, Ohio. Also included are improvements involving extensive track changes at Cleveland and Toledo, Ohio, the Hazelwood industrial area at St. Louis, and the Ford plant at Claycomo (Kansas City), Mo.

N&W engineers visualize a number of uses for the photographic prints contained in the aperture cards, not only by the engineering department but by other departments as well. The engineers say, for example, that the photographs will show existing physical features that may interfere with a proposed railroad improvement. They may also be used by representatives of the road's industrial department to show areas of possible interest to potential shippers looking for plant sites. The real estate and tax departments would also very likely find the aerial photos of value, say the engineers.

Since the N&W's use of the aerial mapping technique has, so far, been limited to a single location the road has not made plans to install the complete DRAMS program. In this system the aperture cards are coded for filling and quick retrieval in conjunction with the use of one of the modern rear-projection reader-printers that are available.

Carried to its ultimate, the DRAMS program is aimed at total and complete revision of a railroad's station plans. Under this concept, revision of the station plans of a particular road may be programmed to be accomplished over a period of years depending on the size of the line, and then kept up to date by periodic revision thereafter. ■



KING-SIZE CLEANER has been in use cleaning streets. A flanged-wheel attachment adapted it to rails.

Vacuum cleaner rides the rails

Two Pittsburgh switching roads had coal-spillage problems; here's how they solved them.

Heretofore living-room carpets and railroad tracks have never had anything in common. But they do now. The vacuum cleaner, a standard household device for generations, has been adapted for cleaning spillage from railroad tracks.

A king-size, truck-mounted vacuum cleaner, which had been in use for some time for cleaning catch basins and streets, has now been adapted for railroad use simply by fitting it with a flanged-wheel attachment. The first railroad-oriented unit to go into service as a track cleaner was acquired by the Aliquippa & Southern. Somewhat later a larger unit was delivered to the Monongahela Connecting. Both are switching lines in the Pittsburgh area and both are subsidiaries of the Jones & Laughlin Steel Corp.

● **MC's experience.** W. R. Mayer, engineer maintenance of way of the MC, was asked about his experience with the vacuum cleaner. He explained that his road has a problem caused by spillage of coal, coke and engine sand at particular points on its 56 miles of tracks. His opinion—based on several months experience with the machine—is that it appears to offer an effective and economical method of keeping the tracks free of such foreign matter.

The machine, known as the Scavenger, is manufactured by the Good Roads Machinery Corp., Canton, Ohio. Mounted on the truck chassis is a 16-cubic-yard storage hopper for receiving the waste material. This material is picked up and sucked into the hopper through either a 12-inch or two 10-inch hoses attached to openings in the rear wall.

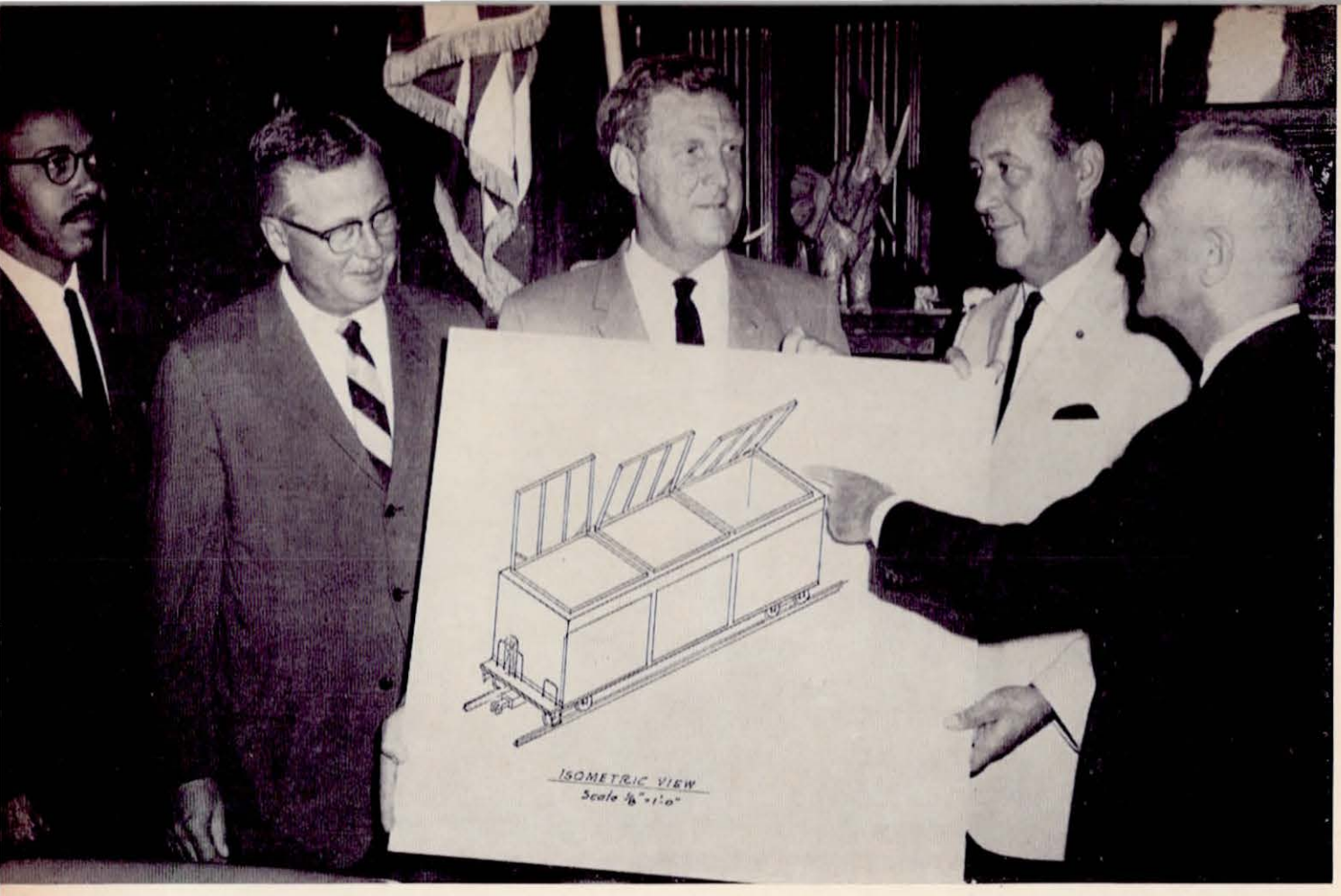
Suction is created by a motor-driven blower. As a dust-control feature, the finer particles drawn into the hopper are passed through a baffle arrangement during which they are moisturized and caused to drop into a tank which is emptied daily.

● **How it is operated.** A crew of two is used. One man operates the truck and the other manipulates the pick-up hose or hoses. When using the 12-inch hose it is passed back and forth across the track as necessary. A swivel feature of the boom makes it possible to reach out about 3 feet beyond the rail with the 12-inch hose, says Mayer. When using the two 10-inch hoses they are so arranged that together they cover the area to be cleaned and manipulation is not necessary.

By means of a push button control in the hands of the man on the ground the boom may be raised and lowered as necessary to keep the pick-up devices the desired distance above the track. For disposal of the waste material the storage hopper has a rear-dump feature, which is hydraulically actuated.

● **What about ballast pick-up?** Doesn't the Scavenger pick up ballast along with the other material? Mayer indicates that this is not a problem. The purpose of the cleaner, he explains, is to pick up waste material that has accumulated on the surface of the track, and when this has been accomplished at a particular location the pick-up device is raised and the machine is moved to the next location.

Mayer is convinced that the one machine working full time will be able to keep his trackage in a relatively clean condition. ■



A PROPOSAL FOR DISPOSAL

A new car design for hauling Philadelphia refuse upstate to strip mines is explained by Donald M. Kerr of Reading sales department (right) to, left to right, Secretary of Health T. W. Georges, Jr., Reading President Charles E. Bertrand, Gov. Raymond P. Shafer, and State Sen. E. G. Holl. The special three-compartment cars will be built in the Reading shops.

Refuse trains: Reading sees cash

Philadelphia's refuse will be moved by train to fill abandoned mines in a service set for spring.

A new method for pollution-free disposal of household refuse by using it for land refill is scheduled to go into operation sometime next spring with the Reading Railroad serving the City of Philadelphia.

A long-term contract being discussed with the City of Philadelphia calls for hauling the refuse by rail to abandoned strip mines in the upstate Pennsylvania anthracite region.

State officials at all levels have become interested in the project, according to Donald M. Kerr, Reading staff assistant, sales division, who has directed the proposal for nearly two years. Kerr says that all the regulatory State agencies, after analyzing the entire procedure, have stated that the program meets with all their requirements. The agencies are the Health Dept., Stream Pollution Dept., Soil Conservation Dept. and the Bureau of Mines and Mineral Industries.

A personal report on the entire program was given on June 26 to Gov. Raymond P. Shafer, Sec. of Health Thomas W. Georges, Jr. and State Sen. E. G. Holl by Charles E. Bertrand, Reading president, and Kerr.

● **Fast trash trains.** Reading's part in the plan calls for hauling the refuse in "Bee-Line Service" from two depots to be built along Reading Railroad sidings in Philadelphia directly to the strip mines.

"The Bee Line Service is particularly applicable to the refuse disposal program," Bertrand says, "in view of its efficiency, economy and direct destination-to destination movement."

Special cars which have been designed for the new operation each will have three compartments loading from the top. Lids will be closed with a positive lock during the rail move. Quantity handled in each car will range from 50 to 60 tons, depending on the density of the waste. The cars will be built at the Reading Car Shops in Reading, Pa.

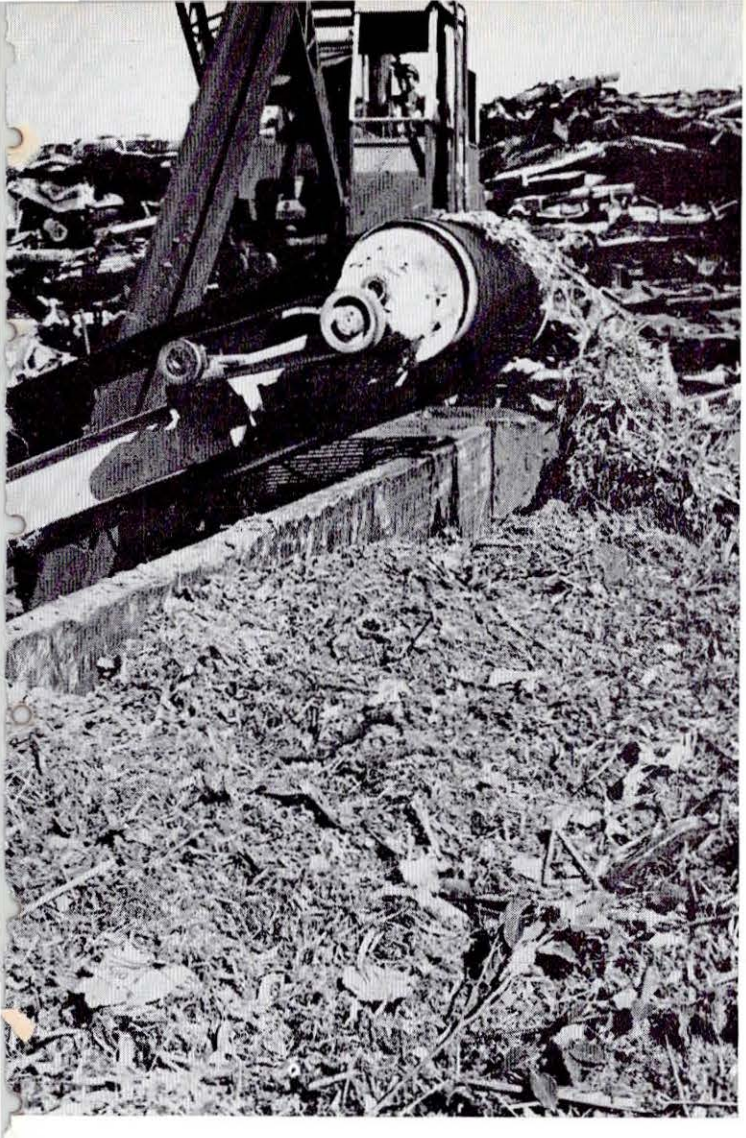
Kerr points out that "every precaution has been taken to assure that the most sanitary hauling and dumping methods are employed."

He lists the three major benefits to be derived from the program as:

—Reduction of the problem of incinerator-caused air-pollution and costly air-pollution control methods.

—Reclamation of many acres of devastated strip mining, and for recreational, residential and industrial use.

—Solution to one of the most pressing problems now facing cities and towns, large and small, for disposing of increasing amounts of waste material.



STRIP MINE RECLAMATION SITE

This sprawling strip mine area at Locust Summit, Pa., (above) about 125 miles northwest of Philadelphia, will be reclaimed with fill from city refuse transported by the Reading.

PREPARING TRASH FOR TRANSPORT

Pettibone-Hammermill shredding machine (left) grinds 175 cubic yards of household refuse per hour. Reading recommended machine in its proposal to City of Philadelphia.

in trash

• **Plenty of raw material.** Philadelphia presently has six incinerators which burn about 3,000 tons of refuse each day. It dumps another 1,200 to 1,500 tons at two sites in New Jersey and at one in Bucks County.

The key to the Reading plan is its network of rail lines between upstate strip mines—now either exhausted or inoperable—and Philadelphia.

Under the Reading proposal, 1,200 tons of rubbish daily at the start would be hauled upstate by rail at a cost of approximately $5.74 a ton, considerably less than the city now pays to burn it. Eventually, Reading will handle 3,000 tons per day.

"All refuse," Kerr emphasizes, "will first be shredded at the two depots in Philadelphia before being moved." The raw refuse in the amount of 600 tons will, after shredding, require eight cars at each depot per day. A 50% overage will require 12 cars per depot.

Tentative schedules call for Bee-Line trains, which operate directly point to point without stopping at intermediate yards, to leave the transfer stations daily between 6 and 8 p.m. and return to the transfer stations between 7 and 9 the following morning.

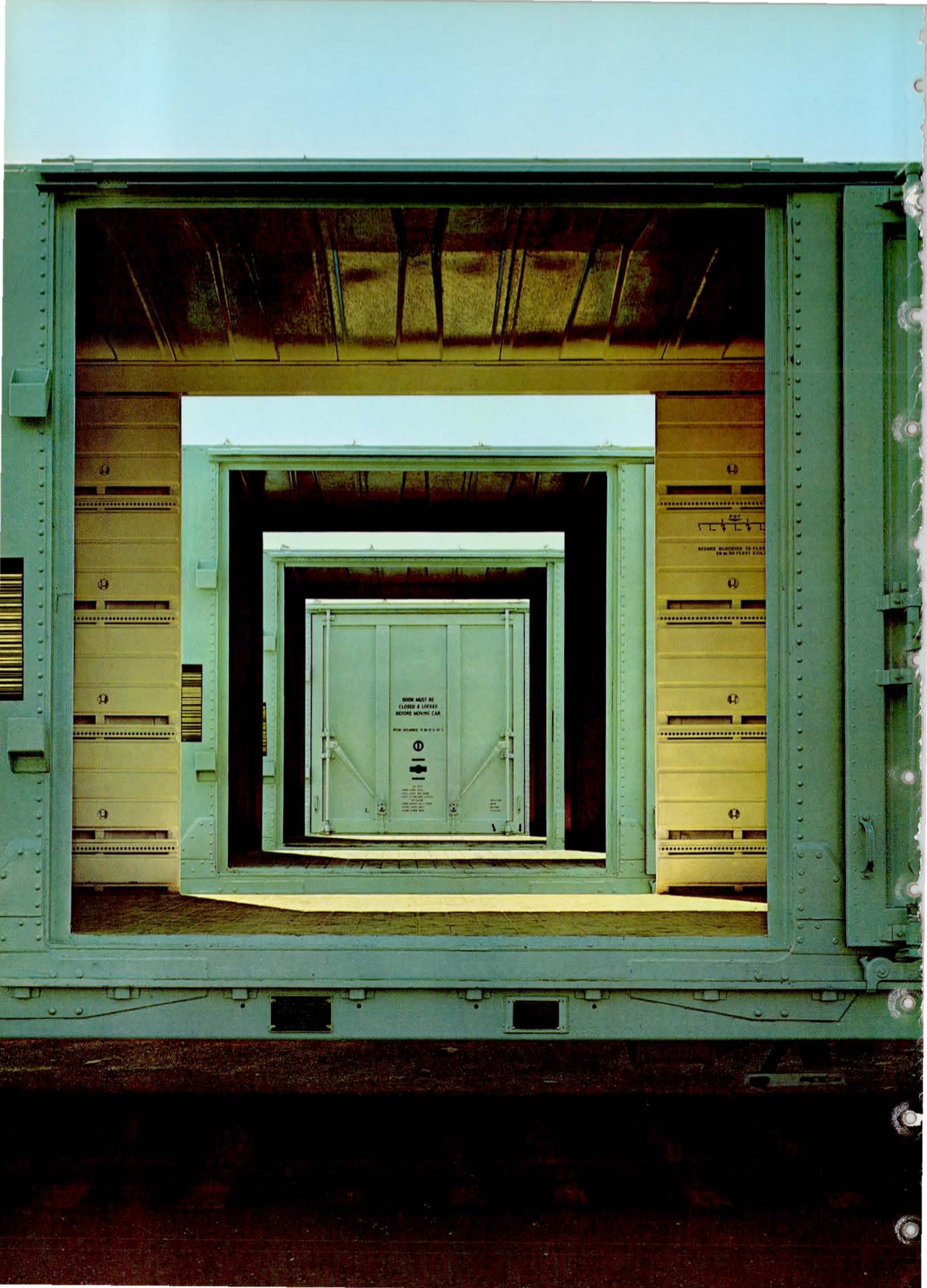
• **Mines will be prepared.** Before any dumping takes place, Kerr says, the base of the mine will be filled with a 15-foot layer of the type of earth specified by state authorities to seal the seams in the earth face and to cover any remnants of coal seams that are present. A buffer layer five-feet thick will cover the vertical faces. All entrances to the shaft tunnels also will be sealed off to prevent seepage and consequent stream pollution.

The cars will be unloaded and cleaned at the site on concrete pads which will be laid in such manner as to slope away from the edge of the mine. This also will prevent any possible drainage of surface run-off or contaminants in the mine.

After the train load is dumped and distributed in four-foot layers, then covered with two feet of earth, bulldozers will run back and forth over the new fill in order to compact it and exhaust all possible pockets of air or oxygen.

Kerr points out that because of the revolutionary growth of packaging in the country and the equally important revolution of chain food stores trimming produce, butchering meat and cleaning fish at warehouse levels, today's household refuse consists of 8 to 10% garbage, 18 to 20% bulk waste like discarded furniture and appliances, and 70 to 75% wrappings, packaging materials, cartons, empty bottles and cans.

• **Ash traffic planned.** In addition to the household refuse disposal, the Reading plan also provides for disposing in the near future of approximately 280 tons of incinerator "ash" residue from one of two Philadelphia incinerators. Kerr says the ash can be removed at the daily rate of four standard hopper cars, each holding between 67 and 70 tons of material. For this operation it will be necessary to complete the northbound track of Reading's existing River Front line and install a switch arrangement on the existing conveyor belt before the plan would be feasible. ■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Excess-tax bill put at $100 million a year

Unfair property tax assessments don't just hurt the railroads; they hurt the economy as a whole, according to Thomas M. Goodfellow, president of the Association of American Railroads.

This point was made in testimony delivered last week before the Surface Transportation Subcommittee of the Senate Commerce Committee. Goodfellow appeared to support S. 927, a bill that would relieve common carriers of inequities in state and local property assessments for tax purposes. The bill adds a new paragraph, 25a, to the Interstate Commerce Act; the addition would make it unlawful to discriminate against common carriers in setting property assessments, on the grounds that this constitutes "an undue burden" on interstate commerce.

U.S. district courts would be empowered to issue injunctions against the practice by any state or local political body.

Unjustified state and local assessments, said Goodfellow, "have swollen our property tax bill by about 50% in recent years, bleeding this industry since 1960 alone of over $800 million in tax overcharges that should far better have gone into clearing the track for better service."

● **Tax bite hurts all.** Goodfellow asked the Senators to "consider what the overpayment in taxes attributable to this cause could mean if applied to the purchase of needed railroad rolling stock. This source alone could provide the means for the purchase outright of some 8,000 freight cars per year."

Also appearing before the subcommittee in support of the bill was Paul V. Tierney, vice chairman of the Interstate Commerce Commission. Tierney observed that "although the provisions of this bill apply to common carriers of all modes subject to the Commission's jurisdiction, it is well recognized that the basic purpose of the legislation is to provide a solution to a longstanding and deeply rooted problem—the practice of many state or local governments' taxing authorities setting inequitable and discriminatory assessments and tax levels on the property of the nation's railroads."

Tierney went on to say that "while a number of states have reformed their property taxing and assessment practices to insure a greater degree of equity in the treatment of common carriers . . . this, in our judgment, does not lessen the need for legislation to provide a uniform declaration of national policy on this complex subject and uniform remedy available to all carriers in all states."

● **Support from the TAA.** In a letter to the subcommittee, Harold F. Hammond, president of the Transportation Association of America, voiced similar views. He cited studies showing that during the 1960's, excess taxes paid by the railroads, based on what they would have paid if taxed on the same basis as other property owners in the same tax districts, "averaged more than $100 million a year."

Hammond said efforts to get relief on the state level proved cumbersome and costly and achieved only partial success; and the question as to whether Congress had jurisdiction in this field had been answered affirmatively by two legal authorities in the tax field. ■

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C&NW to revamp Michigan ore port

The potential capacity will be over 20 million tons annually.

The Great Lakes' oldest iron ore port is marked for overhaul. By May 1, 1969, Chicago & North Western will pour $12.3 million into its dock at Escanaba, Mich. Renamed the Escanaba Ore Terminal, the port will sport a rotary car-dumper, a stacker for piling 1.5 million tons of ore pellets in a 60-acre storing space with an excavator for reclaiming them, and a 1,900-foot, low-level replacement for the present high-level dock. All these elements will be interconnected by electrically-powered conveyors.

Initially, the modernized terminal will handle up to 10 million tons annually, and it will have a potential expansion to more than 20 million tons annually. It will operate year-round, by loading vessels with pellets and unprocessed ore during Escanaba's late-March to late-December shipping season (longest on the Great Lakes), and by storing pelletized ore during off-season. The port now operates seasonally only.

● **Car-use to be improved.** The mechanized operation will triple the utilization of C&NW's 3,000-car ore fleet, according to Ben W. Heineman, chairman.

"Our investment in this modern terminal is another manifestation of North Western's interest in the future economic growth of the upper midwestern region and its iron-ore industry. With this modern and highly efficient terminal, we seek to further strengthen the position of upper Michigan iron ore in competition with ore from other areas. As the only iron ore port on Lake Michigan, the strategic position of Escanaba will be substantially enhanced in serving the growing complex of steel plants on the Great Lakes, particularly in the Chicago and northern Indiana areas," Heineman says.

Under the new system, 100-car unit trains carrying 7,000 tons each will run daily between Escanaba and 20 mines on three upper peninsula ranges —Marquette, Menominee and Gogebic. Upon arrival at the terminal, the trains automatically will be spotted and unloaded, three cars at a time. Unloading rate will be 100 tons per minute. A 150-foot mechanical train-positioner and a 72-foot tandem rotary car dumper will operate integrally for unloading.

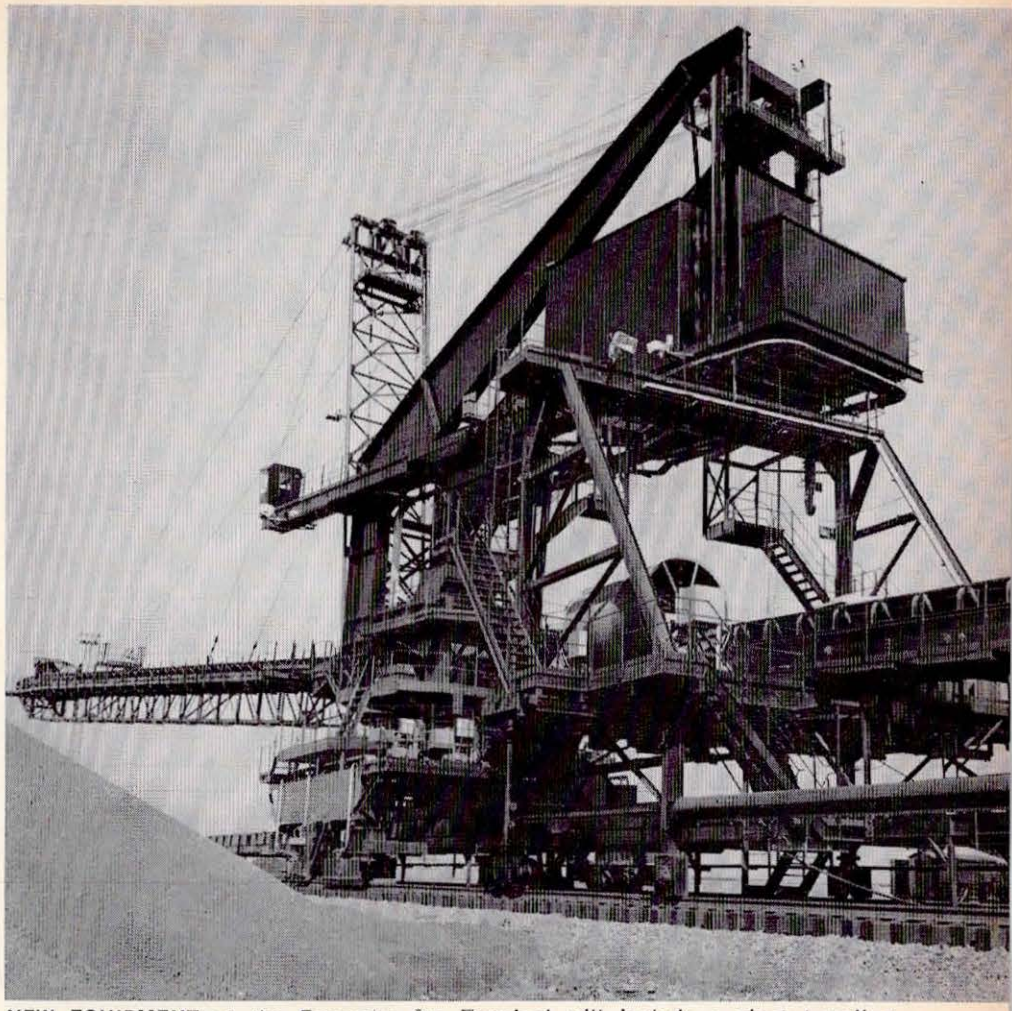
From unloading, pelletized and unprocessed ore will move on a 3,000-foot electric conveyor to an automatic shiploader on the dock. The loader will fill ore boats on both docksides at a rate of 6,800 long-tons an hour.

● **Storage provided.** Pellets assigned for storage rather than for loading will be moved from the train unloading point to the storage area by a conveyor. Ore cars automatically will be weighed before dumping, and the ore will be weighed again by automatic conveyor scales before it's loaded into vessels. In the storage area, a conveyor will lead to a mechanical stacker that will deposit ore pellets in piles 50 feet high, 225 wide and as much as 2,500 feet long. A giant multi-bucket excavating machine will operate in the storing space to transfer ore to conveyors moving to the dock. The terminal's conveyor system also will blend pelletized and unprocessed ore to shippers' specifications.

The new low-level steel dock will be built on the foundation of the present wooden one, and will have a traveling shiploader with a pivoting boom.

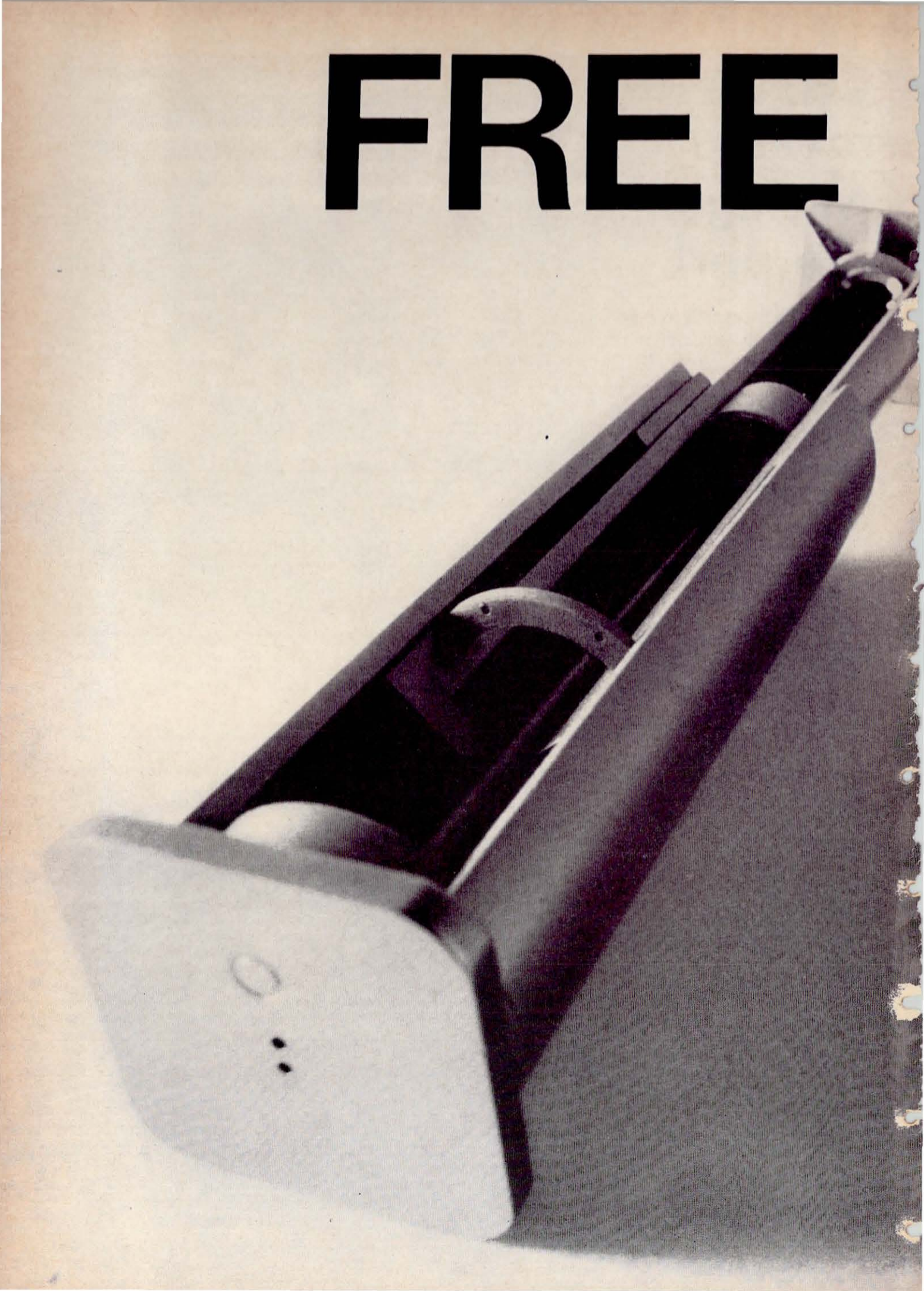
Construction of the Escanaba Ore Terminal is scheduled to start next spring; the storage area will be finished in December 1968; and the entire facility will be operating by the end of April 1969, Heineman says.

An 1884 load of 1,357 tons was the first shipment from Escanaba on record, although there's evidence of earlier loadings, says the American Iron Ore Association office in Cleveland. Following Escanaba in developing as ore ports were Ashland, Wis., in 1885, Superior in 1892 and Duluth in 1893, according to AIOA. Since 1864, when C&NW laid rail from Escanaba to inland mines, more than 355 million tons have moved from the port. Last year's output was 6.5 million tons. ■



NEW EQUIPMENT at the Escanaba Ore Terminal will include a giant traveling stacker, such as the one above, to deposit ore pellets in 50-foot piles over a 60-acre storage area. This portion of the facility will be completed in 1968.

FREE



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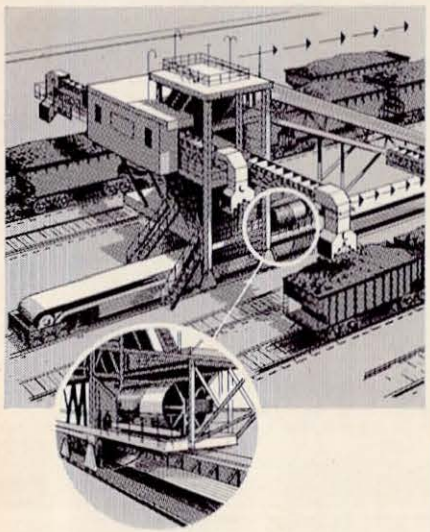

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LUTHER MILLER

AS THE EDITOR SEES IT...

D.O.T.'S TRISKELION—The drawing reproduced below doesn't really do justice to the newly-approved official seal of the newly-created Department of Transportation. Imagine a field of deep, rich red and you'll have a better idea of why the Commission of Fine Arts just about flipped in giving its seal of approval to this seal of D.O.T.

"We think it is an excellent design, a remark that unfortunately we are not often given the opportunity to make," raved William Walton, chairman of the commission.

Well, handsome is as handsome does.

Our own picture of D.O.T. is, at the moment, colored a deep, brooding blue, a tint provided by the House Appropriations Committee when it okayed a budget for fiscal '68 providing $866.4 million for D.O.T.'s Federal Aviation Administration, $113 million for D.O.T.'s Federal Highway Administration, and $14.6 million for D.O.T.'s Federal Railroad Administration.

That design in D.O.T.'s seal is called a triskelion. It derives from the Greek "triskele," meaning three-legged.

A three-legged animal is at best a clumsy beast; with one leg so much shorter than the others, it's hard to see how it's going to get anywhere at all.

BURLINGTON SCORES AGAIN—Readers of the New York Times who opened their paper to page 27 on Tuesday, Aug. 8, were greeted by the following message in big, bold type:

"Bill Quinn says move to Chicago and I'll run you out of town!" The ad went on to describe Burlington's excellent Chicago commuter service, concluding with these words:

"If you've never lived here, you don't know what you're missing. But Burlington commuters do. Why not join them?

"And get run out of town. In style."

Now, why in the world would the Burlington run a commuter ad in the New York Times? And in the New Yorker, U.S. News & World Report, Newsweek, the national edition of the Wall Street Journal, a Washington, D.C., newspaper and others across the land?

The Burlington obviously doesn't expect to win a lot of Chicago commuter business by advertising in papers 1,000 miles away.

What the Burlington does want (we'd guess) is a good, progressive image—on Wall Street and in Washington and elsewhere outside of (as well as in) its own backyard.

We'd further guess that the Burlington's commuter ad was as well read as anything in The Times that day—and accomplished its purpose.

TELL IT AGAIN AND AGAIN—The Burlington is already well known in important places, but Bill Quinn and his ad man, Al Rung, clearly are taking nothing for granted.

The late, great Bruce Barton, in an effort to underscore the importance of constant, rather than occasional, image-building, used to quote the following verse from Exodus: "Now there arose up a new king over Egypt, which knew not Joseph."

His point was that new influences constantly arise that must be informed again and again of who you are and what you're doing.

The same thinking is behind the current campaign of the Association of American Railroads, whose color ads promoting the railroad image have been appearing nationally for several months.

May they go on for years . . . and years . . . and years.

UP to use atom blast in gas hunt

A nuclear explosion may blast Union Pacific into a profitable new business.

Project Gasbuggy, an experiment in nuclear stimulation of a natural gas reservoir, will be detonated in mid-October in New Mexico's San Juan basin, an area similar to UP's gas bearing holdings in Wyoming.

● **Trillions of cubic feet.** Success at San Juan could lead to the unlocking from Wyoming basins of trillions of cubic feet of gas economically unrecoverable under present methods because of tight sandstone.

The basins are those of the Washakie-Red Desert and the Green River along the Rocky Mountains in the northwestern corner of the state. "The deliverability and total volume of gas recoverable from such fields could possibly be extended by decades. The reserve life of one of the nation's most valuable sources of energy would get a tremendous boost," says Lee S. Osborne, chief executive officer of UP's natural resources division.

Estimates by El Paso Natural Gas Co., industrial partner in Gasbuggy, place San Juan's potential production at six times more than could be recovered by ordinary means in 20 years.

● **TNT by the million quarts.** The Gasbuggy project calls for exploding a 26-kiloton device near the bottom of a 4,300-foot bore in an isolated field 55 miles east of Farmington, N.M. The device will have energy equal to 52 million pounds of TNT, or 10 million quarts of nitrogylcerine. Detonation will provide both drainage and storage of the gas as release is forced from microscopic rock-pores.

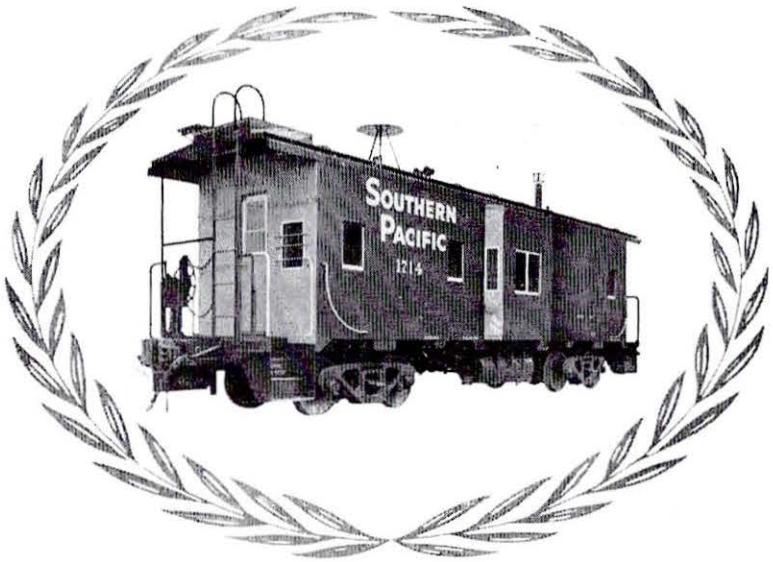
Most of the solid radioactive fission products will be trapped in a pool of melted rock at the bottom of a 165-foot-wide spherical cavity formed by the blast. The explosion also will form a chimney as wide as the cavity and stretching up through the gas-bearing rock formation. Shattered rock will fill the cavity and the chimney. Most important will be generation of vertical and lateral fractures in the rock formation through which gas can flow.

Union Pacific will contribute to the $4.7-million field test, which is part of the Atomic Energy Commission's Plowshare project to develop peaceful uses for nuclear power. ■

SOUTHERN PACIFIC

ORDERS

INTERNATIONAL CABOOSES FOR THE FOURTH TIME



As the world's largest independent caboose car builders, we publicly and gratefully acknowledge Southern Pacific Company's re-order for International Cabooses.

We feel that our long experience gives us an understanding of the needs of our nation's railroads.

As we see it, those needs include top quality construction, operating efficiency, a long life and performance-proven safety features.

Other railroads that have consistently re-ordered International Caboose Cars include the following: *B&M, BRC, C&EI, CBQ, CNW, CRIP, D&H, EJ&E, GBW, GM&O, GN, GTW, LIRR, MEC, SAL, SOO, SSW, TRRA, UP.*

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7

How to win at the track.

Just follow these simple instructions.

First, you'll want a good GATX tank car. One that's designed for today's products by today's engineers.

But we don't want you to buy it.

Just lease it.

Second, you'll want to protect your investment against old age. That's included in the lease. (The car is yours for the life of the lease, not the life of the car.)

Third, you'll want to reduce your service and maintenance costs. That's included in the lease, too. If the car breaks down, we'll fix it back up.

Fourth, you'll want time to mind your own business. When you lease your cars, you'll have it.

We'll keep the cars running right.

So you'll have time to keep your business running right.

If you follow these simple instructions, you'll end up right back where we started.

First.

But isn't that where you want to be anyway?

TANK CAR DIVISION
GENERAL AMERICAN TRANSPORTATION CORPORATION, CHICAGO

GATX™

WATCHING **WASHINGTON**

GETTING THE FULL FREIGHT-RATE HIKE—The railroads are keeping their collective fingers crossed that they'll come out of the October ICC hearings on their newly-won freight rate increases with all that they're asking for. The Commission's authorization to file a master tariff for higher rates (RA, Aug. 7, p. 12) has been hailed throughout the industry as an encouraging move—although the edge was taken off any real jubilation when the specifics of the Commission's action were studied. The interim decision, for example, limited the industry's revenue improvement from rate increases to $300 million. The railroads need at least $327.6 million just to offset rising labor costs and other spiraling expenses (and this is only part of the story, because another $113.2 million in increased costs will have to be absorbed by operating efficiencies).

WORDS OF HOPE FROM THE COMMISSION—The language of the ICC's unanimous interim decision has given encouragement to railroadmen who are preparing their case for the Fall hearings in Washington. The Commission's recognition of the serious financial position of the railroads in the continuing cost squeeze has been stated: "In our judgment, the rapid rise in labor costs, accompanied by recent increases in prices of railroad materials and supplies, has created a situation which, in any practical meaning of the word, constitues an 'emergency.' We would be remiss in our duty if we waited until the revenues situation becomes 'critical' before we conclude that there exists an 'emergency' calling for an immediate authorization of increased freight rates." In approving the 3% increase, the ICC acted in opposition to the Department of Agriculture and a number of shippers and shipper organizations. The Department of Transportation had also cautioned the Commission to carefully consider the possible inflationary effect of a rate increase.

ON THE SIDE OF THE RAILS—The ICC had an answer for the critics who contended the railroads should absorb increased costs through increased efficiency and various cost-cutting measures. "The railroads have not increased their freight rates generally since Oct. 24, 1960, and the increase on that date averages only about 1.7%. On the other hand, they have since reduced their freight rates on individual commodities and groups of commodities," said the ICC. And further, added the Commission, these rates were reduced because the railroads made large capital expenditures to buy new equipment to attract traffic. "In our judgment, the respondent railroads have been, and are, making all reasonable efforts to offset added costs by more efficient operations."

THE SPECTER OF INFLATION—Sensitive to criticism that any freight rate increases will have an inflationary effect, the Commission pointed out that reductions in freight rates since 1961 have had a *deflationary* effect. "The major source of substantial rate reductions (as demonstrated in the past most forcibly in the case of grain) has been the continued modernization of railroad plants and equipment. We believe that authorizing moderate increases in freight rates at this time would, in the long run, do less harm to price stability than would denial of such increases or prolonged delays in making needed increases effective."

In not giving the railroads the full rate increases requested on carload bulk commodities, i.e., iron ore, coal, pulpwood, and in some other areas, the Commission acknowledged that "the authorized increases are substantially less than those sought by the carriers." But to show that the door had not yet been slammed on any reconsideration of the interim rate hikes, the Commission added that "our order provides for a continuation of the investigation with respect to those increases not authorized."

(Walter Taft is on vacation. In his absence this column is being written by the other members of the staff).

PRR building a giant coal facility on Lake Erie

A new coal installation on Lake Erie at Ashtabula, Ohio, is being built by the Pennsylvania to handle Great Lakes coal traffic at the rate of up to six million tons a year.

The Pennsy plans to spend more than $8 million on the port complex, which is on the site of the railroad's old coal and and ore handling docks.

The new installation will permit year-round movement from producing mines for coal destined to power generating stations and steel plants. Initially, ground storage areas will be able to accommodate a million tons of coal, enabling unit trains to be unloaded immediately even in winter months when Great Lakes shipping is halted because of ice conditions.

● **Uninterrupted coal production.** PRR's vice president of coal and ore traffic, A. Paul Funkhouser said the new facility will permit highly-automated coal mines to operate at top efficiency on a sustained basis producing coal, since the Ashtabula yards will have the necessary storage space available. It will also permit better utilization of cars and locomotives.

Funkhouser said consumers of rail-lake coal "will have additional assurance of an adequate coal supply for prompt delivery during the open season for navigation and are better able to enter into long-term purchase arrangements."

PRR's new terminal will have a mechanical train positioner, among the first on the Great Lakes. The device eliminates the need for a locomotive to move cars through the rotary car-dumping machine.

● **Fast-loading equipment.** In combination with the ground storage operation will be a traveling shiploader machine capable of filling the largest lake vessel without the necessity of moving the ships for load distribution. It will load at an average rate of 6,000 tons per hour and for limited periods at 8,000 tph. Space has been allowed to extend the shiploader runway to accommodate larger vessels that may be constructed in the future.

Three 4,000-ton surge silos will have

greater capacity and flexibility for handling varying grades of coal than any currently in use on the lakes. Two modern electronic belt scales will be installed to weigh the coal as it is dumped from the cars and again as it is loaded into the ship.

Another important piece of machinery in the material handling complex will be a bucket wheel stacker reclaimer, used both for stacking coal into storage piles and returning it from storage to the yard conveyor for shiploading. It is equipped with a wheel 24 feet in diameter rimmed with nine buckets of 1.43 cubic yard capacity each. The wheel is mounted at the end of a pivoted conveyor boom which feeds coal to a swinging discharge belt. The machine is self-propelled on crawlers with treads seven feet wide. The working weight (with ballast) of this machine is 320 tons and it has a digging reach of 135 feet. With its 6-foot wide conveyor belts it will move coal at a normal rate of 3,000 tons per hour.

● **A large storage area.** The entire Ashtabula installation will cover approximately 60 acres and storage piles alone will cover an area equal to 20 football fields. Storage will be provided for steam and metallurgical coal and can be expanded as required.

Existing coal piers are located on opposite sides of the Ashtabula River's mouth. Design of the new terminal calls for the train handling and dumping operation to be on the east side with storage and shiploading operations on the other side. Coal will move by a conveyor bridging the river and must rise to 100 feet in height to meet lake navigation clearance requirements.

Construction schedules call for storage operations to start with the close of the lake season this year and loading operation to start with the opening of the 1968 shipping season.

Howard M. Emery, is PRR resident engineer for the Ashtabula project. General contractor is McDowell-Wellman Engineering Company, of Cleveland, which has designed and installed major bulk materials handling systems throughout the world. The railroad is constructing supporting track and yard facilities.

● **Other coal operations.** The new Ashtabula facility, is part of a multi-million investment by the Pennsylvania to assure that coal retains its dominance as a source of electric power and its importance to other industries.

The road is also participating in a joint venture with the Baltimore & Ohio and Pittsburgh & Lake Erie in building a 35-mile line at a cost of nearly $20 million to open up coal reserves exceeding a billion tons in northern West Virginia and southwestern Pennsylvania.

Incorporated as the Waynesburg Southern, the line is scheduled for completion in mid-1968 when the new Ashtabula terminal will be in operation. Meanwhile, two new mines are being developed in the area to be served by the new railroad, one by Consolidation Coal Company and the other by Eastern Associated Coal Corporation.

The Pennsylvania is also planning to extend its Captina spur, in southeastern Ohio, from Powhatan westward from the Ohio River Valley at a cost of $4.5 million to tap undelveloped coal reserves in that area. ■

Transport session set for Indiana University

New services for shippers who use rail, truck, air, and water will be outlined by top transportation men at the 22nd annual meeting of the American Society of Traffic and Transportation Sept. 6-7 at Indiana University in Bloomington.

More than 400 transportation men are expected to attend the two-day session, which will also include the society's ninth annual biennial seminar. Guests of the society will be some 70 professors of transportation from U.S. colleges and universities.

Principal speakers at the meeting will include John W. Barriger, president, Missouri-Kansas-Texas, and former president of the Monon; Robert Hamilton, head of marketing and research, Southern Railway; J. H. Fles, president, Associated Truck Line, Inc., Grand Rapids; George Spater, vice chairman of the board of American Airlines; C. James McCormick, president, I. & S. Motor Express, Inc., and Dr. John F. Mee, Mead Johnson Professor of Management in the I.U. School of Business and dean of the Division of General and Technical Studies.

One of the highlights of the conference will be a special panel of five educators discussing transportation, traffic, and physical distribution and logistics in the structure of schools of business. Dr. James W. Bennett, University of Tennessee, will preside over this portion of the program. ■

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ANY TURNOUT
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LETTERS FROM READERS

Personal-public relations

Philadelphia, Pa.

To the Editor:

It is my sincere belief that the inability of the railroads to "get personal" is perhaps the great destroyer of the long-haul passenger train. I mean the lack of drive to create in the passenger's mind the feeling of being wanted. Railroad officials have done their best to create an image of the traveling public as a millstone. People will naturally go where they are wanted or where someone gives the impression they are needed, and this is exactly what the airlines have accomplished.

Wade P. Wagner

A belt at belt lines

Los Angeles, California

To the Editor:

I read from time to time in your magazine considerable comment on better utilization of freight equipment. I heartily agree and have a suggestion to make.

We own two 100-ton covered hopper cars which are used to transport white Portland cement from Houston to Los Angeles. While this does not make us a very large segment of the American transportation system, 40 years of tracing cars has given me some experience.

The place to start is to speed up the "belt lines," and other switching carriers, which are usually jointly owned by the several roads serving a city. These roads are also jointly managed, which usually means NO management, and the result is that since no one is responsible for speed, it doesn't exist.

A good example of the above happened recently to our CCPX 101. Our supplier, a cement company, is located on a "belt" railway. The manufacturer billed out 101 on a Thursday afternoon prior to 6 P.M. The Santa Fe finally received the car the following Monday morning at 1 A.M. The belt line evidently does not operate over the weekend, but what in the world were they doing Friday, which was NOT a holiday?

If someone would give a good "belt" to the belt lines, and speed up terminal delay, with or without the multi-million dollar yard facilities which are constantly advertised, freight car shortage could be reduced 10%. Freight trains all go like the wind, once they get out in the sage brush, but the cities are the bottle-necks.

John S. Schirm, President
Continental Chemical Products

SP grooms new officers

San Francisco, California

To the Editor

In your Letters From Readers column of July 17 Mr. Harvey E. Sims states that he is not "aware of any railroad management training program which has as its objective preparing volunteer or selected personnel from the ranks as prospective officers of the company involved."

The fact is that since 1961 Southern Pacific Company has had in operation a management training program which prepares both college graduates from outside the company and selected personnel from the ranks of employees for positions as officers. To date, as many individuals with prior SP experience have completed our training program as have college graduates with no railroad experience.

J. G. Shea
General Public Relations Manager
Southern Pacific Company

Stop CARS...not just WHEELS!

Hayes CUSHION® Wheel Stops

Wheels hitting a rigid Stop at a track-end can take a car off center; wheels are halted, but car body keeps going.

Hayes Cushion® Wheel Stops yield and absorb damaging shock in resilient ballast. Exclusive Hayes design adds friction braking as impact speed increases.

All-steel construction—universal fit—no holes to drill—tighten four nuts for installation. Five Hayes Types meet exact service requirements.

Free leatherette ring-binder catalog of world's most-specified derails, bumping posts and wheel stops (including periodic supplement sheets). Write on letterhead.

Specialists since 1903 in side track security

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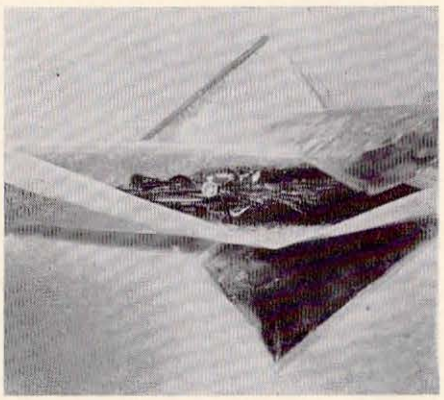
NEW **PRODUCTS** REPORT

Utility Radio **(RA-1)**

This compact, solid state, two-way radio unit can be used in motor vehicles, on railroad rolling stock, and at fixed locations. It is available for operation on any frequency in the 25-50 MHz band, including channels 27.-235, 27.245, 27.255, 27.265 and 27.-275 MHz.

The receiver employs a double-conversion superheterodyne circuit and a four-element crystal selectivity filter. The transmitter is rated at 5 watts input. *Unimetrics, Inc.*



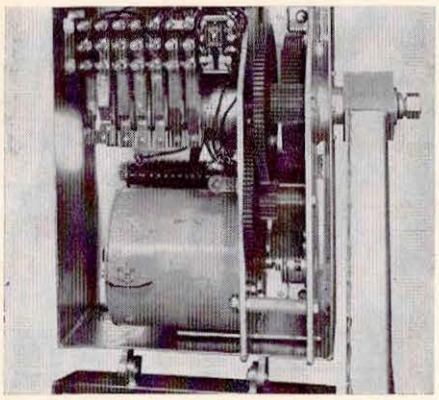
Splicing Kit **(RA-2)**

A new direct burial splicing kit encapsulates and insulates splices in a moisture seal of epoxy resin. The mold is made from an electrically pure porous webbing on a polyester film. Putty sealing strips complete the mold into which Scotchcast resin is poured to make an insulating moisture seal. The resin, mixed in its unipak container, ensures proper mixing ratios and eliminates contamination. The webbing spaces and ensures proper resin coverage over the splice. *3M Co.*

Three-Way Radio **(RA-3)**

"Porta-Mobil", a hand-carried two-way radio, can be used not only as a portable but as a base station or mobile.

The solid-state unit using silicon transistors comes in a low-power series of 1.5 watts and is available in 25-42 MHz, 42-50 MHz, 132-165 MHz, and 165-174 MHz. A high power series is also available. The basic unit weighs less than 13 lbs. There is a choice of three battery power packs. Power packs are available for mobile operation. *General Electric.*



Crossing Gate **(RA-4)**

Economy, ease of installation and low maintenance are features provided by the new light weight crossing gate mechanism developed by WABCO's Union Switch & Signal Division.

A new light weight crossing gate and mechanism mounts on existing signals to provide locked-in safety of crossing gates at grade crossings protected only by signal lights, without replacing signal masts. The three section, telescoping aluminum gate arm is adjustable up to 26 ft and is equipped with 2 x 12 in alternate stripes of silver and red orange retroreflective material. It is also equipped with three weatherproof omnidirectional warning lamps. Total weight of the assembled gate arm is approximately 36 lbs.

The gate mechanism, contained in an aluminum sheet metal box, is operated by a stall-proof, DC electric motor from a 12-volt power supply. The mechanism weighs approximately 180 lbs. and two men using standard tools can make the installation. *Signal and Communications Division of WABCO.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)

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PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 35 MARKED: RA-1 RA-2 RA-3 RA-4

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8/14/67

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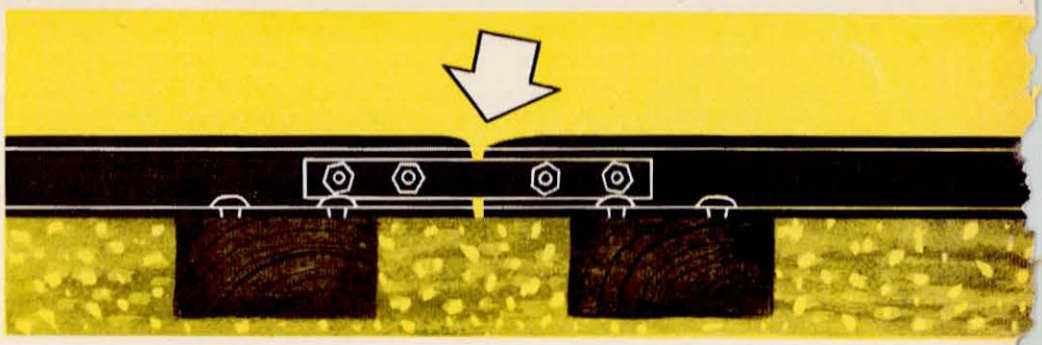

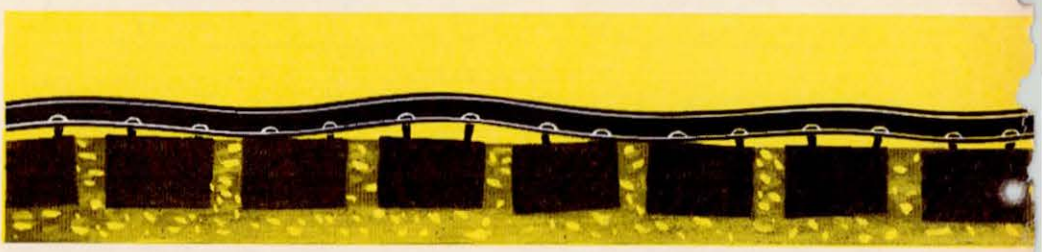

ORGANIZED MECHANIZATION puts a team on your side.

Track has a mind of its own. It will hump, wiggle, sink, rise and separate from the ties. Mechanization of your track work and maintenance of your right-of-way are most efficient when men and machines are *organized* to keep work productivity up and costs down.

Nordberg groups over 30 different "Mechanical Muscles" into fast, efficient working teams. There's a *Rail Renewal Team*, a *Tie Renewal Team* and many other combinations of Nordberg Maintenance Machines to expertly handle just about any track job that may come up. Inherent in this simple time proven principle of *Organized Mechanization* are four benefits —each designed to save you money, time and track maintenance effort:

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R-667

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Aug. 5 totaled 548,634 cars, the Association of American Railroads announced on Aug. 10. This was a decrease of 204 cars, of .04%, compared with the previous week; a decrease of 35,377 cars, or 6.1%, compared with the corresponding week last year; and a decrease of 39,815 cars, or 6.8%, compared with the equivalent 1965 week. Ton-miles generated by carloadings in the week ended Aug. 5 are estimated at 14.0 billion, a decrease of 2.3% below the corresponding week of 1966, and 0.6% below 1965 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Aug. 5

District	1967	1966	1965
Eastern, including Allegheny and Pocahontas ..	211,079	231,151	234,548
Southern	109,491	107,296	111,153
Total Eastern and Southern Districts	320,570	338,447	345,737
Northwestern .	82,330	92,699	91,656
Central Western	106,367	114,106	111,586
Southwestern .	39,367	38,759	39,470
Total Western Districts	228,064	245,564	242,712
Total All Roads	548,634	584,011	588,449
Commodities:			
Grain and Grain Products	55,786	60,613	54,854
Livestock	869	1,213	1,370
Coal	110,190	114,438	117,658
Coal	6,173	7,880	8,446
Forest Products	40,713	38,734	39,337
Ore	49,167	58,314	56,658
Merchandise l.c.l.	4,572	6,090	8,500
Miscellaneous .	281,164	296,729	301,626
Aug. 5	548,634	584,011	588,449
July 29	548,838	592,510	591,499
July 22	483,090	572,535	582,598
July 15	530,090	565,660	575,697
July 8	405,594	445,102	448,451
Cumulative total, 31 weeks ...	16,511,172	17,377,949	17,192,588
Estimated revenue ton-miles (billions) 31 weeks	427.2	435.7	406.2

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended July 29 totaled 23,546 cars, carrying 38,693 trailers, compared with 22,758 cars, carrying 37,311 trailers, in the corresponding 1966 week. Loadings for 1967 up to July 29 totaled 671,496 cars, carrying 1,102,372 trailers compared with 648,426 cars, carrying 1,069,346 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the seven-day period ended July 21 totaled 77,504 cars, compared with 78,845 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
July 21, 1967.....	77,504	20,622
July 21, 1966.....	76,101	20,713
Cumulative Totals		
July 21, 1967.....	2,117,427	709,244
July 21, 1966.....	2,238,840	728,957

FREIGHT TRAIN CARS

► *Norfolk Southern.*—Is acquiring 60 new 70-ton, 50½-ft box cars from the United States Railway Equipment Co., a subsidiary of Evans Products. The cars are equipped with Hydracushion underframes, nailable steel flooring, four roof hatches, one 8-ft sliding and one 7-ft plug door on each side, an epoxy painted interior, and roller bearings.

► *Rio Grande.*—Placed an order with Evans Products for 100 50-ft box cars of 70-ton capacity for delivery in the first quarter of 1968. The cars will have nailable steel floors and cushion underframes.

► *Trailer Train.*—Ordered 246 new cars—136 60-ft flats from Pullman-Standard, and 110 89-ft standard-level cars from Bethlehem. This brings the total of new cars ordered this year by TTX to 3,213. As of July 27, Trailer Train had 41,173 cars in service or on order.

LOCOMOTIVE

► *Green Bay & Western.*—Ordered one Century 430 3000-hp diesel-electric locomotive from Alco, for delivery in 1968.

► *Norfolk Southern.*—Took delivery of three 2000-hp GP-38 locomotives from EMD, at a cost of more than $550,000 (RA, May 15, p. 337).

► *Seaboard Coast Line.*—Has ordered 16 locomotives from General Electric. They will be the new 3,300-hp four-axle design that GE announced will be available in 1968.

TRACK EQUIPMENT

► *New York Central.*—Ordered 12 Junior Electromatic tampers from Tamper, Inc. This will bring to 26 the number of such units in operation on the Central.

NEW FACILITIES

► *Western Pacific.*—Will construct a new system locomotive maintenance facility at Stockton, Calif., at a cost of $2.2 million. The new shop, to be completed about Jan. 1, 1970, will take over work now being performed at separate facilities at Sacramento, Oroville and Stockton. Main WP general shops will remain at Sacramento. In announcing the project, WP President M. M. Christy noted that "the two principal existing locomotive maintenance points, Oroville and Sacramento, are separated geographically and neither is well-located to minimize locomotive movements to and from the shops. This separation of facilities results in an inefficient allocation of men and material and prevents maximum locomotive utilization." Stockton, Christy pointed out, "is the location of WP's principal classification yard. It is the point of origin or termination of the runs of most scheduled trains." The new shop will be manned by employees now doing maintenance work at the three existing facilities; moving expenses will be paid for those employees transferred.

YOU OUGHT TO KNOW

Saunders backs LBJ tax: President Johnson's proposal for a 10% surtax on corporate and personal income taxes has won the endorsement of Pennsylvania Chairman Stuart T. Saunders—"in view of the tremendous costs of the Vietnam war, the staggering projected federal deficit, and growing inflationary pressures." But, Saunders said, "A part and parcel of this program should be that non-military government expenditures will be substantially curtailed."

CB&Q loses mail: The Post Office will cut RPO's from four Burlington trains between Chicago and St. Paul-Minneapolis in September. William J. Quinn, CB&Q president, says the estimated $430,000 loss probably will force elimination of two of the trains.

NYC charged with "laxity": On May 22 two New York Central freight trains collided in Manhattan. Six crewmen were killed and four injured. Last week New York's Public Service Commission charged the railroad with having been "derelict in its supervision of the procedural activities of its operating personnel." The PSC said Central presented no evidence at its hearing to refute the testimony of witnesses who charged the railroad with violation of 11 operating rules (ranging from issuance and recording of train movement orders to rules relating to signals and train speeds). The commission gave Central 30 days to "institute such action as necessary to insure proper interpretation and full understanding and compliance with all its operating rules, special instructions and procedures" and to submit to the commission a program for achievement of these goals.

Containers rate high in Vietnam: The advantages of containerized shipping are being decisively proved out in shipments moving between the West Coast and Vietnam. Example: The Sea-Land ship "Bienville" arrived at Da Nang from Oakland, Calif., on Aug. 1, and discharged its cargo within 18 hours. Normally it takes five to seven days to unload the same amount of uncontainerized cargo, with additional handling required on the piers. In fiscal 1967 22,100 containers carrying 703,000 tons of cargo were shipped to Pacific and Far East bases — more than double the 11,000 containers shipped during the preceding year. An even bigger increase is expected in the current year.

Canadian crossing probe? There's growing pressure in Canada for a full-scale federal investigation of grade-crossing safety. A campaign for such an inquiry, started in Windsor, Ont., has won the unanimous endorsement of the Canadian Federation of Mayors and Municipalities.

"Your Future in Traffic Management": Just off the presses is a book by that title, by a highly qualified author—Robert E. Heine, general manager, traffic, of Allied Chemical Corp. Intended primarily for the young man or woman who is interested in a traffic career, it covers such questions as: What kind of person does such a career require? What educational background is helpful? What are the personal satisfactions, the opportunities, the disadvantages? How much can you expect to earn? Publisher is Richard Rosen Press, 29 E. 21st St., New York, 10010. Price is $4.

Pennsy posts a reward: The Pennsylvania is offering a $2,500 reward for information leading to the arrest and conviction of the person or persons who placed a loose cross tie on the tracks near Edison, N.J., resulting in the derailment of a mail and express train on July 9. Five crewman suffered injuries as two locomotives, five cars and a caboose left the track. About a mile of track was torn up and the overhead catenary system was extensively damaged.

Truck tonnage: Intercity truck tonnage in the week ended July 29 was 0.6% below that of the previous week and 6.4% below volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
3 mos., 1967	$120,000,000
3 mos., 1966	172,000,000
Carloadings, revenue freight	
31 wks., 1967	16,511,172
31 wks., 1966	17,377,949
Freight cars on order	
July 1, 1967	30,730
July 1, 1966	59,923
Freight cars delivered	
6 mos., 1967	47,587
6 mos., 1966	44,068
Serviceable cars	
July 1, 1967	1,420,402
July 1, 1966	1,414,938

RAILWAY BOOKSHELF

The title of Gerald G. Eggert's "Railroad Labor Disputes" (Univ. of Michigan Press, Ann Arbor, 313 pp., $6.95) is a misnomer, but the subtitle—"The beginnings of federal strike policy"—isn't. The bulk of the book is given over to an examination of rail labor history in the 19th Century, with little space devoted to the aftermath. The book, written by a history professor at Pennsylvania State University, will have appeal for two classes of readers: Those interested in what present-day rail labor policy stems from, and those who love a well-written period piece about "how it was" back in the 19th Century.

•

There's more to operating a terminal than just backing a train to a shed—and the Railway Systems and Management Assn. has collected the ideas of some experts on the subject in "Railroad Terminal Strategy" (RSMA, Chicago, 96 pp., $5.00 for paper, $8.25 cloth). Based on talks delivered at RSMA meetings this year, the book has contributions from Wayne Hoffman, formerly executive vice president, New York Central; R. S. Reebie, partner, Robert Reebie & Associates; K. E. Starling, senior consultant, Southern; J. H. Huldenbiddle, Jr., director of Industrial Engineering, NYC; G. R. Clinkenbeard, manager, service evaluation and planning, Frisco; G. G. Sutherland, TOFC general manager, CRI&P; K. E. Miller, general superintendent, D&H; F. K. Hauff, general superintendent, transportation, C&NW; and several consultants.

•

Unit trains are not a new idea: The Norfolk & Western was running special coal trains 70 years ago. But introduction of the concept on a wide scale, along with new rate-making and marketing concepts, is what has made the difference in recent times. Interesting facts on how this and many other developments have grown are gathered together in an easy-to-read survey, "Transportation" (Worthington Corp., Harrison, N. J., 44 pp.).

•

What will the New York area be like by 2000 A.D.? "The Region's Growth (Regional Plan Assn. of New York, 143 pp.) analyzes job and land-use trends, and projects a population increase from 19 million in 1965 to 30.2 million 35 years later. As to transportation in the area, RPA has this to say: "The Manhattan central business district will continue as the heart of the Region's business activity, but just how many office jobs it will or should have depends on many factors . . . It should be pointed out that the capacity and configuration of the transportation system to Manhattan represent important potential constraints on its ability to accommodate more jobs . . . Service will have to be provided to areas beyond present subway limits, and internal circulation within the CBD greatly enhanced."

•

On the priority list for steam fans will be "Super Power Steam Locomotives," by Richard J. Cook (Golden West Books, San Marino, Calif., 144 pp., $8.95). This copiously illustrated book traces the history of the Lima Locomotive Works from its beginnings in 1879 down to the Berkshire No. 779 delivered to the Nickel Plate in 1949. The bulk of the book concentrates on the post-1925 period.

—Joe Asher

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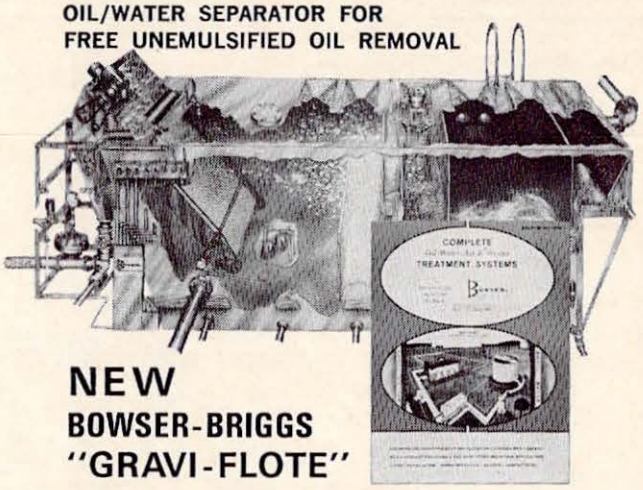

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PEOPLE IN THE NEWS

BURLINGTON.—L. D. Wright named diesel material supervisor, Chicago, to succeed **J. A. Hahn,** who retired July 1 after more than 47 years' service.

A. L. Vlk named district storekeeper, North Kansas City, Mo., to replace **J. L. Patterson,** who retired Aug. 1 after more than 46 years of service.

CHICAGO & EASTERN ILLINOIS.—Joseph R. Beckman named director of public relations. He was formerly in charge of press relations for **Continental Illinois National Bank & Trust Co.,** Chicago.

CHICAGO & NORTH WESTERN.—L. Elton Legg, electrical engineer-equipment, named superintendent-quality control, Motive Power Department.

R. A. Decaire named manager-systems services.

R. A. Sharp named superintendent, Twin Cities division, St. Paul, to succeed **V. B. Hussey,** resigned (RA, July 3/10, p. 83). **C. W. Ingram** appointed trainmaster, Wisconsin division, Milwaukee, Wis.

Carey W. Pierce, sales manager in the real estate department, advanced to manager of properties in the department. **Richard B. Taylor,** area supervisor-eastern region, real estate department, succeeds Mr. Pierce.

CHICAGO GREAT WESTERN.—A. E. Zumsteg appointed sales manager, Houston, Tex.

ERIE LACKAWANNA.—John C. Castle and **Charles W. Walsh** named, respectively, deputy comptroller and auditor of revenues in the accounting department. Mr. Castle had been assistant comptroller-revenues. Mr. Walsh was chief systems analyst before his new appointment.

FRISCO.—H. E. Trotter, manager mail and express, appointed passenger traffic manager, Springfield, Mo.

GREAT NORTHERN.—N. E. Ekrem named bridge engineer, St. Paul, to succeed **R. W. Gustafson,** who retired July 31 after 43 years' service.

LEHIGH VALLEY.—James E. Martin appointed general superintendent, Bethlehem, Pa., with supervision over all areas of transportation, including the operating, stations, maintenance of equipment and maintenance of way departments. He was formerly district transportation superintendent, **New York Central,** Western District, Cleveland, Ohio.

MILWAUKEE.—Bill H. Bobbitt, western director of real estate and industrial development, Seattle, advanced to director of real estate and industrial development, Chicago. **Paul W. Scott,** manager of industrial development, Chicago, succeeds Mr. Bobbitt.

Vincent P. Bunyan, assistant district manager of sales, Chicago, named district manager of sales, St. Louis.

Harry R. Genereau, district manager of sales, St. Louis, advanced to assistant regional manager of sales, Washington, D.C.

SUPPLY TRADE

Frank Doody has been appointed to the newly created post of national sales manager railroad products for **Farr Co.** He will remain in Chicago directing sales of Farr railroad products nationally from the firm's offices, 2000 Spring Road, Oakbrook, Ill.

L. J. Scheiblauer has been appointed superintendent of the **Griffin Wheel Co.** Bessemer, Ala., railroad wheel plant. He succeeds **James F. Dolansky,** who will be a consultant for Griffin until his retirement next October.

Louis J. Conti has been elected vice president, Terminals division, and **Stanley E. G. Hillman,** vice president, corporate planning, **General American Transportation Corp.** Mr. Conti was formerly manager of international operations, Terminals division. Mr. Hillman was executive director of corporate planning.

Walter H. Pogue, Jr. has been appointed general manager, **Freight Car division, General American Transportation Corp.** He was previously assistant general manager of the division.

OBITUARY

John T. Kolb, 58, general design engineer, **Greenville Steel Car Co.,** died July 21.

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VIEWPOINT

TOFC/COFC: The "irregularities" hurt

How much is piggyback suffering, in 1967, because of the softening in the economy which has hit all rail traffic? And how much is it suffering for its own sins?

The accepted theory has been that TOFC/COFC operations hit the skids when rail business generally began to slip. Lately, however, the suspicion has begun to grow that piggyback might have made a stronger showing, even in '67, if it weren't being plagued with its own peculiar set of problems.

There were raised eyebrows, a few months ago when Railway Age suggested that one of the major problems could be complacency (RA, May 29, p. 98). The indictment, if you could call it that, wasn't specific. The opinions of several top men in the TOFC/COFC field were cited, but the fears, as expressed were rather general.

Now, though, there's a specific indictment on the books—one which (1) raises again the question of complacent attitudes, (2) gets painfully specific about problem areas, and (3) comes not from railroad men but from the customer sector.

Some railroad officers are frank to admit that "we've got problems." But it may come as a shock to some others, when a customer says that "increasing operational problems, especially in the terminal area, are creating extreme consternation on the part of piggyback users." And it may come as a shock when a company dealing in the trailer-handling business says that its records for a recent six-month period "show that in excess of 30% of the total traffic we handled failed to make schedule as advertised by the railroad in time to make a morning delivery."

What's the specific problem here? "More than 75% of the delays incurred are directly related to irregularities, either operational or clerical, in the terminal area."

The source of these caustic comments is John C. Allen, Jr., operations manager for ITOFCA, Inc., Chicago-based piggyback shipper association. He's convinced that one of the main troubles with TOFC/COFC is in the area of communications—between railroad and customer, and also among departments on the railroad. The product of these troubles, as he sees it, is a poorer quality of service than railroads ought to be offering.

To be sure, there are other criticisms. Allen, for instance, thinks railroads may be kidding themselves if they think they can handle expanded business with present, restrictive terminal facilities. But a real big part of the problem, in ITOFCA's view, doesn't involve any great expenditures for new TOFC/COFC yards. What it does involve is an improvement in communications and an improvement in the methods and procedures of TOFC/COFC terminal operations.

These are the kinds of difficulties that demand an extra-care approach, if they're to be eliminated. Based on everything people say TOFC/COFC can be to the railroads, it would seem to follow that the extra care is justified—and more.

Civil rights: Focus on Frisco and the BRT

The cynics wonder why it took so long. The curious wonder why it's Frisco and the Brotherhood of Railroad Trainmen. The pragmatists wonder what's behind—and beyond—the filing of the first Department of Justice suit against a railroad and a rail labor organization in connection with Title VII of the Civil Rights Act of 1964.

At this point, none of the questions can be answered. Justice has filed suit. But its complaint is a "policy-and-practice" thing, charging discrimination without citing specifics. The supposition is that the case may be related to litigation stretching back a number of years and involving train porters. Reinforcing the supposition is the fact that the federal Equal Employment Opportunities Commission earlier this year intervened in a Frisco train-off proceeding with a lengthy memorandum which sought to link the employment status of the porters to the "public convenience and necessity" provision of Section 13a (1) of the Interstate Commerce Act.

With all the agencies, on all levels, involved in civil rights investigations, perhaps it is surprising that the first overt move by Justice comes this late in the game. The case will be watched—for its own sake and for what it may be worth as a clue to the future.

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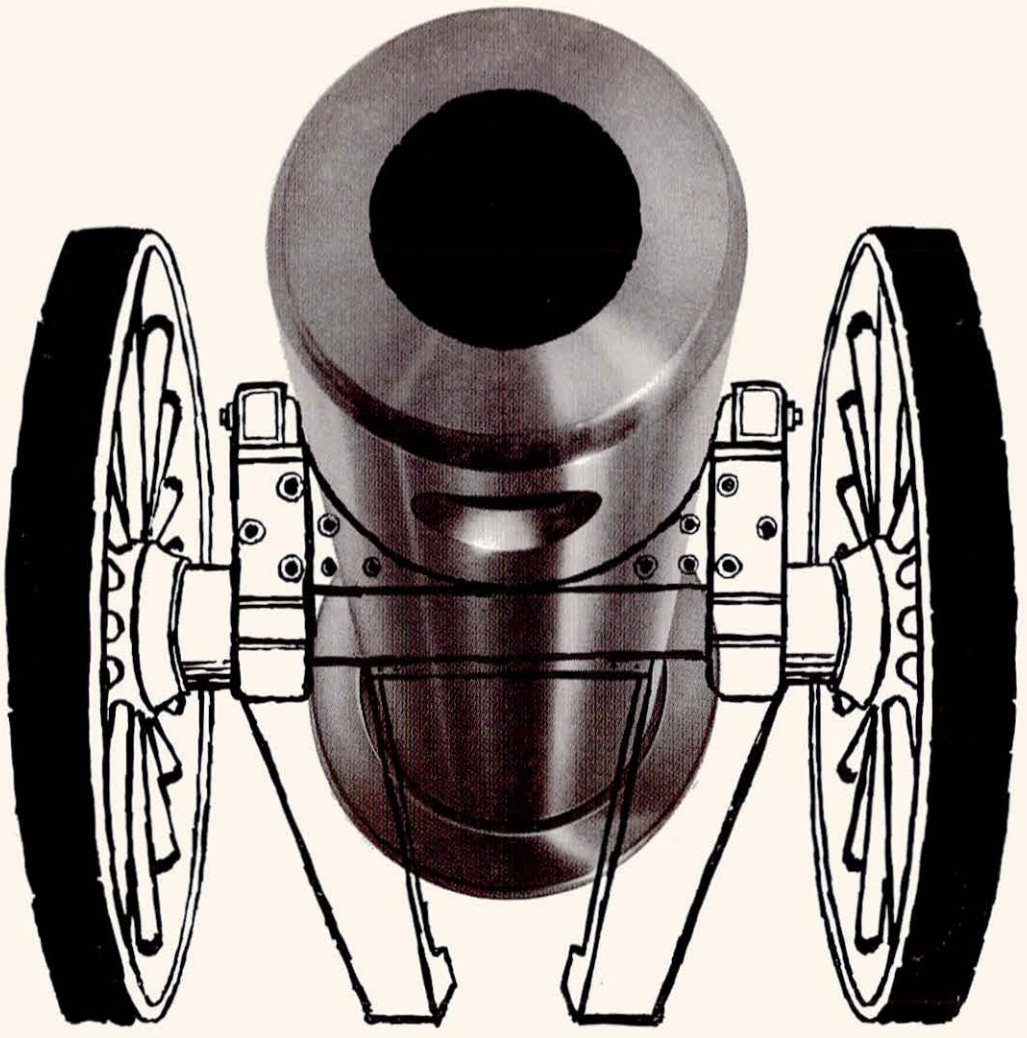

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